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This month's cover image



Depicting several locations within the east end of Glasgow, 'Wellpark' has been a popular sight at exhibitions over the past couple of years. Turn to page 32 for the full story. CHRIS NEVARD

Welcome

Life really is too short. There are so many railway locations I would love to model in my lifetime, a few of which I've visited in the past month. Tunstead quarry would make a magnificent – if slightly dystopian – setting among the verdant hills of the Peak District, especially if a layout could effectively recreate the sinister noises and dry heat emitted from the lime kilns.

From Derbyshire, I headed to mid-Wales for a visit to the Vale of Rheidol railway (see page 6) and a short break. With Borth station nearby, I used the railway to head into Aberystwyth and explore further afield, albeit with the limitations brought about following the tragic crash near Llanbrynmair.

Borth station, dating from the 1860s, serves a sleepy seaside resort on the Ceredigion coast. While the station building remains (now mostly in private use), the second platform and passing loop, signal box and goods yard are long gone. Camping coaches were also a prominent feature here, initially during the 1930s, then again in the 1950s through to the 1970s.

These days the single line plays host to humdrum Class 158s on Aberystwyth-Machynlleth-Birmingham International services, plus the occasional timber train to Chirk. While the present day would offer a minimum of operational interest for a model railway, the steam era would provide much more fun.

That said, it's the beauty of the architecture and location I find more compelling than the trains, with the beach only a stone's throw away and spectacular scenery on the landward side. Indeed, I haven't enjoyed many more scenic views from a railway



Borth station may not offer great variety in terms of railway activity these days, but in terms of architectural beauty and stunning location, it makes for a compelling subject.

platform, with fine herds of Welsh Black cattle and Welsh Mountain sheep grazing against a backdrop of spectacular hills. Like many other stations on the Cambrian coastlines, it's about as picturesque as you can get.

How many modelling pipe dreams do you harbour?

George Dent Editor

Meet the team behind the UK's best modelling magazine



Chris Leigh

Active in the hobby for over 60 years – he can claim to be experienced.



Chris Gadsby

The smaller the detail, the more interested he is.

This month's contributors



Chris Nevard



Peter Marriott



Dave Lowery



Ben Ando



Ben Jones

Model Rail essential information

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Contents December

Cover Stories

- 28 Christmas gift ideas for modellers
- 44 Four-wheel friends
- 56 Build a unique water tower
- 60 Video survey Class 153 conversion
- 64 Fur enough

Opening the box

- 6 **News**
The latest news in railway modelling, straight from the manufacturers.
- 21 **News Real**
Ben Jones looks at the latest developments on the full-size railway.
- 22 **Staff Show & Tell**
The *Model Rail* team show you what they've been working on this month.
- 25 **Inside Track**
Ben Ando discusses the pros and cons of working with computers.
- 28 **Christmas Gift Guide**
Our tips for what to buy the railway modelling enthusiast in your life.

Inspiration

- 32 **Layout: Wellpark**
Members of the SD&EG have indulged their interest of BR blue with this gritty scene.
- 44 **Masterclass: 48DS**
Ben Jones details the surprisingly long career of these mini marvels.
- 50 **Masterclass: Paint a 48DS**
George Dent hand-paints a Heljan 48DS into a new colour scheme and adds a crew.
- 66 **Layout: Bankgate Sidings**
After accumulating a lot of 'O' gauge stock, Jon Grant built a layout to run it on.



66 Layout: Bankgate Sidings

Regulars

- 3 Contact *Model Rail*
- 18 Exhibition Diary
- 26 Subscribe to *Model Rail*
- 98 Next Issue
- 122 Backscene



32 Layout: Wellpark

79 Reviews

- ◆ Accurascale BR Mk 1 Suburban stock
- ◆ EFE Rail Plasser 12ton YOB crane
- ◆ Heljan BR Mk 2c coach
- ◆ Rapido Trains UK BR OAA open wagons
- ◆ Clark Railworks BR 25T 'Lowmac'
- ◆ Hornby TT:120' IFA container wagons
- ◆ Hornby TXS HST Power Cars
- ◆ Hornby TXS Class 56
- ◆ Hornby 'TT:120' RCH 12t tanks
- ◆ Hornby LMS 'Princess Coronation'



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Workbench

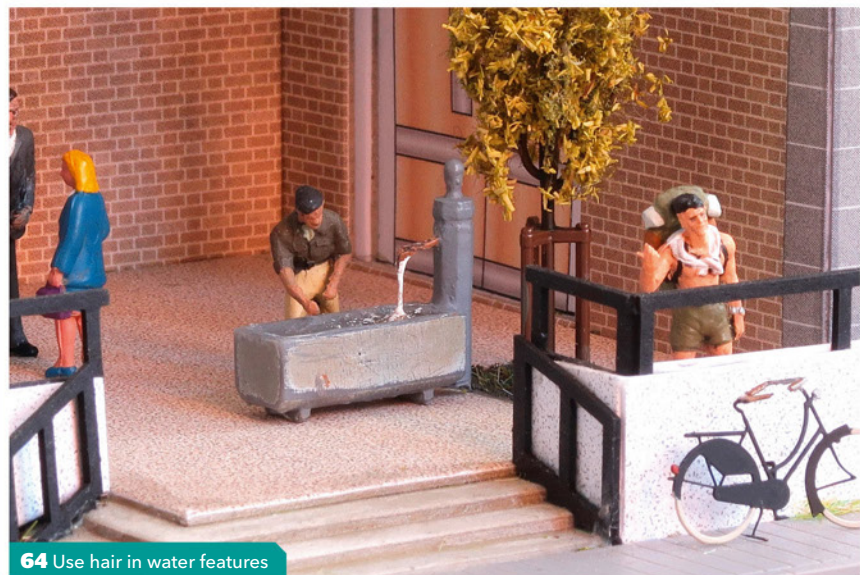
- 56 Create a water tower**
Chris Nevard customises a popular plastic kit to create an eye-catching feature.
- 60 Make a survey vehicle**
Chris Leigh converts a Hornby 153 into a video survey vehicle for Network Rail.
- 64 Use hair in water features**
Peter Marriott shows how the family cat helped add flowing water to his fountain!



56 Create a water tower



60 Make a survey vehicle



64 Use hair in water features



44 Masterclass: 48DS

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92

MODEL RAIL VISITS...

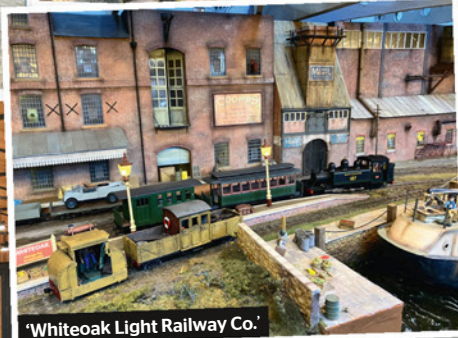
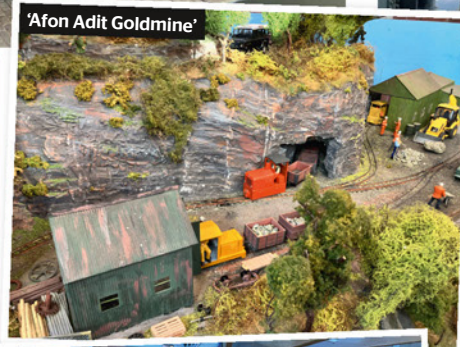
George Dent headed to Aberystwyth to check out a model exhibition being held at the famous Vale of Rheidol railway.

On a beautiful autumnal Saturday on the Ceredigion coast, I made my way to Aberystwyth to spend a day on the Vale of Rheidol Railway. The railway's new museum building – the stunningly restored former GWR locomotive shed – was playing host to a model railway exhibition, showcasing a fascinating range of layouts in a variety of scales.

Unsurprisingly, there were plenty of layouts with a narrow gauge theme, in 4mm and 7mm scales, showcasing the charm and versatility of this genre. 'Afon Adit Goldmine', for instance, was a great example of how plenty of

Right: Vale of Rheidol No. 1213 greeted visitors as they entered the former GWR engine shed.

Below: The museum can accommodate locomotives and stock of various gauges, with GWR 'Dukedog' No. 9017 currently on loan from the Bluebell Railway.



Vale of Rheidol No. 8 *Llywelyn* has arrived at Aberystwyth with the return service from Devil's Bridge.



interest can be crammed into a modest footprint when working in 'OO9'.

An 'N' gauge layout set within a toilet bowl also gained plenty of attention, with the trains activated by 'pulling the chain'!

The layouts were nestled among a diverse range of real locomotives and rolling stock, including GWR 'Dukedog'

No. 9017 *Earl of Berkeley*, and the 4ft gauge 0-4-0 *Fire Queen*, plus Vale of Rheidol 2-6-2T No. 1213, looking splendid in Great Western livery. It's certainly a stunning venue and the event proved well patronised, as was the railway in general, despite the closure of the Cambrian line between Shrewsbury and Machynllyth owing to the

The Vale of Rheidol's model railway show was held on October 26 within the railway's stunning new museum.



Aboard the cab of No. 8. As the warning sign states, there are a few areas of the line where clearance is restricted, so the crew need to pay attention!

accident near Llanbrynmair.

Thanks to everyone who stopped me for a chat - it was great to hear that there's still plenty of anticipation surrounding our forthcoming '009' model of the Vale of Rheidol 2-6-2Ts (see update panel). We had hoped that we'd have some newer model samples to display at this event but, alas, it wasn't to be.

On the day, No. 8 *Llywelyn* was operating the Vale of Rheidol line, and I had a wonderful afternoon riding up to Devil's Bridge and back, the footplate crew treating



me to a little time aboard the locomotive, for which I was extremely grateful. Thanks to the railway staff for their hospitality, and I'm looking forward to returning next year.

The Vale of Rheidol is operating a Polar Express service - the first time this experience has come to Wales - between November 30-December 24, with tickets on sale now.

Web: www.rheidolrailway.co.uk

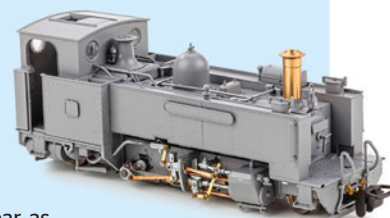
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EXCLUSIVE PROJECT UPDATES

VALE OF RHEIDOL 2-6-2T

This exciting project, undertaken in partnership with Revolution Trains, has made steady progress over the year. We've been concentrating on refining the performance of the mechanism and intricate valve gear, as well as solving a couple of other issues identified with the initial prototypes. The challenge of reproducing such a complex prototype in '009' is easy to underestimate, especially given the myriad detail differences of the three locomotives over their long careers, but everything's now looking rather promising.

At the time of writing, we're very close to finalising the liveries that will be produced, which will be spread across Nos. 7, 8 and 9 (plus a version as No. 1213). Full details will be revealed early in the new year.



BR/SR CLASS 12

Heljan has assured us that this project, a follow-on from our exclusive Class 11 production, is moving forward, with decorated samples due to arrive from China very soon. Five versions are being produced, across the main British Railways schemes, plus an example in the vibrant blue Tilcon livery, portraying an ex-BR example that was sold into industrial use. Turn to page 92 for full details.

BR CLASS 26, 26043

Also manufactured for us by Heljan, this exclusive version of Haymarket depot's 26043 has now been shipped from the factory, along with the bulk of Heljan's all-new Class 26s. Boasting a significant detail and technical upgrade from Heljan's previous tooling of the BRCW Type 2, we hope to have our models in stock and available to order by the end of the year.

Web: www.modelrailoffers.co.uk





HELJAN ANNOUNCES HIGH-SPEC 'WARSHIP'

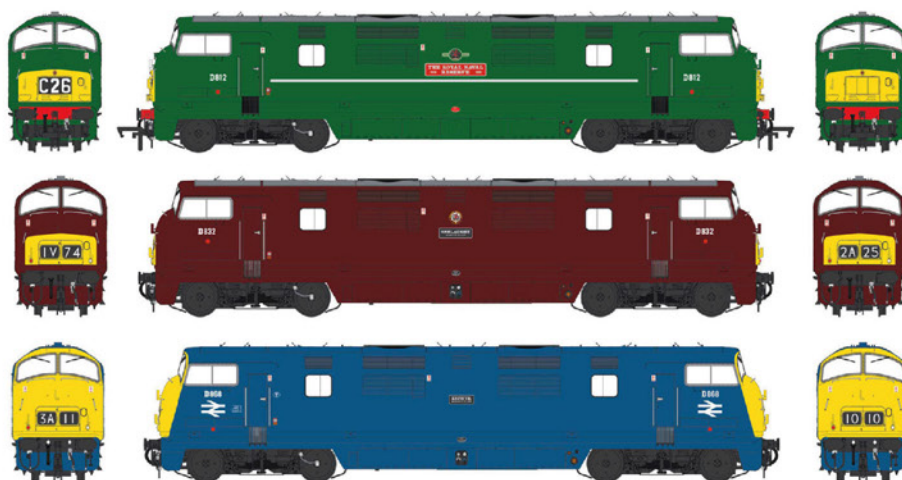


Having already tackled the famed Western Region Class 42 'Warship' diesel-hydraulics in 'O' gauge, Heljan has announced a high-specification 'OO' version, which is due to arrive next year.

A full lighting suite will be provided, with a 21pin DCC interface, all-wheel drive and a high level of detail, including etched metal grilles and a choice of full or partial front skirts to allow clearance for tension lock couplers. DCC sound-fitted versions will also be available.

Details of each version have already been revealed, offering a choice of BR green, maroon and Rail blue liveries, with the tooling catering for the original front-end arrangement (magnetic WR style train reporting numbers will be supplied) and later four-character headcode boxes, along with plenty of other period-specific detail differences.

While the bulk of Heljan's models will be for general release, various locomotives from the



'prototype' batch (D800-812) will be available exclusively from Rails of Sheffield.
Price: £219.00 (DCC-ready), £319.00 (DCC sound)

Availability: Heljan stockists/
 Rails of Sheffield
Web: www.heljan.co.uk
www.railsofshffield.com



'TUGS' ON SHOW



Cavalex Models displayed a range of new pre-production samples of its Class 60 at the Great Electric Train Show in October, causing quite a stir.
Price: £194.95 (DCC-ready), £294.95 (DCC sound)
Web: www.cavalexmodels.com

NIR HUNSLET NEXT FROM IRM



Irish Railway Models' next 'OO' gauge diesel locomotive will be the Northern Ireland Railways Hunslet Class 101 (DL), with the first engineering prototype premiered at the

Model Railway Society's recent exhibition in Dublin.

The models will portray each of the prototypes in various liveries across their eventful careers and will be the perfect accompaniment

to IRM's recent NIR Mk 2b stock. Specification includes prototype-specific detail, 21pin DCC interface, pre-installed speakers, lighting and a stay-alive circuit as standard.

This is likely to be a one-off production run, and pre-orders are now being taken, with delivery expected in late 2025.
Prices: £219.99 (DCC-ready), £319.99 (DCC sound)
Web: www.irishrailwaymodels.com





RAPIDO'S COACHES EVOLVE



Two new variants have been added to Rapido's 48ft 'Evolution' range of pre-Grouping bogie coaches – a non-corridor First and full Brake. They'll be available in the same liveries as those already announced for this range of stock inspired by the many various carriage types in use during the late 19th and early 20th centuries.

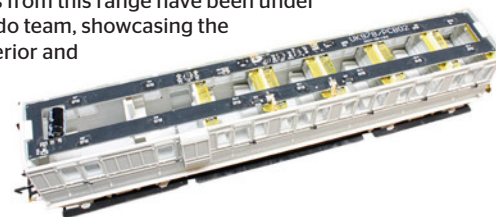
Initial tooling samples from this range have been under assessment by the Rapido team, showcasing the impressive levels of exterior and interior detail.

Price: £69.95 each

Availability:

Rapido stockists

Web: www.rapidotrains.co.uk



GWR 2-8-0 ROLLS FORWARD

First announced last year, Dapol's '28XX' project has taken a big step forward, with the unveiling of the CAD artwork in mid-October.

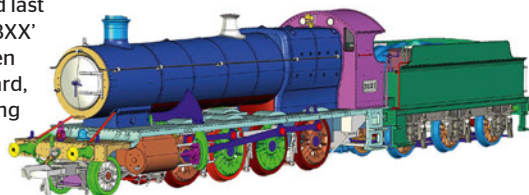
The renderings

reveal plenty of important detail differences which will be observed across the range, offering accurate depictions of individual locomotives in GWR and BR condition, including alternative cabs, footplates, steam pipes, chimneys and domes, as well as two different tender patterns. Models can be pre-ordered at your local stockist.

Price: £189.99 (DCC-ready), £224.99 (DCC-fitted),

£299.99 (DCC sound)

Web: www.dapol.co.uk



BIG '24' REACHES DECO STAGE

Decorated samples of Heljan's forthcoming 'O' gauge BR Class 24 have been unveiled, showcasing the range of liveries on offer, including the eye-catching red/blue



of the Railway Technical Centre, as worn by 97201.

Various iterations of BR green and Rail blue also feature. The '24s' are due to arrive in mid-2025.



ANOTHER LMS VAN IN THE WORKS

Rapido is adding more LMS wagons to its range, in the form of the Diagram 1663 and 1832A 12ton vans, both of which were built in large numbers in the 1920s. Featuring large sliding doors and corrugated steel ends, wagons were built with and without vents and Rapido's range will offer a number of detail variations and a choice of LMS and BR liveries. Models can be ordered now, with the project now in the tooling stage.

Price: £32.95



RAPIDO ISSUES 'J52' UPDATE

The first engineering prototypes of Rapido's LNER Class J52/2 have been revealed. Over a dozen versions are being produced, to suit the Great Northern, LNER and BR eras. A BR departmental version will be exclusive to Rails of Sheffield.



TANKS RETURN

Heljan's 35ton Class A and B tank wagons are making a welcome return, in a wide range of liveries, presented in packs of four, with delivery expected in December.

A single solo wagon pack is also available, depicting an ICI tank.

Price: £109.00 per four-pack, £29.95 solo

Web: www.heljan.co.uk



KFA FOR 'O'

Having already revealed a range of 7mm scale ISO shipping containers, Dapol has now shared its intention of producing the KFA/PFA inter-modal wagon in 'O' gauge. Built in Finland in the late 1980s, over 200 examples were built for wagon lessor Tiphook and they can still be seen on the UK network hauled by Freightliner, DB and GBRf, while Network Rail also make

use of them for Rail Head Treatment Trains and for carrying long-welded rail.

Dapol is replicating the two different bogie types found on these wagons, with a choice of fully finished or non-numbered models planned in various liveries, with pre-orders now being taken.

Price: £80.00 each
Web: www.dapol.co.uk



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1:76.2 SCALE/00 GAUGE

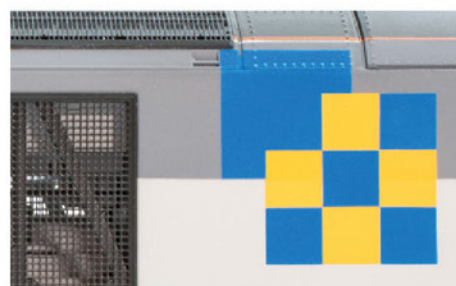
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to view the full range of Class 60 locomotives currently available to order.



ESU

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PREMIER LNWR STOCK FROM BACHMANN

00
GAUGE

Bachmann's decision to launch a range of high-quality models of the London & North Western Railway's 50ft Arc Roof coaches will delight fans of the 'Premier Line', as there has been a dearth of LNWR coaching stock in RTR form until now.

Originating in the 1890s, the Arc Roof stock was used throughout LNWR territory, as well as running onto other railway company's turf, so they're an ideal subject for a model, not least as examples remained in use until the 1950s.

Four vehicle types will be reproduced: D138 Composite, D268 Third, D316 Brake Composite/Third and D377 Full Brake. The models have been extensively researched and a museum level of detail and finish is promised, with



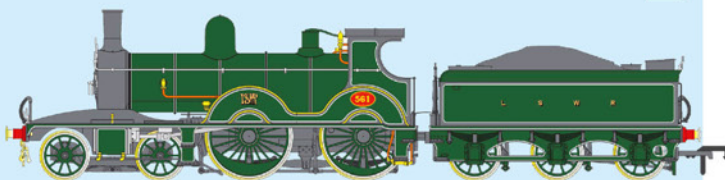
each coach being made up of over 170 individual parts.

Three liveries have been announced, featuring LNWR claret and white, LMS Crimson Lake and

Midland & Great Northern brown. Original gas lighting or electric light gear will feature where appropriate. **Price:** £99.95/£109.95 each **Web:** www.bachmann.co.uk

'T3' LIVERIES REVEALED

The LSWR Adams 'T3' 4-4-0, which is being produced by Bachmann under the EFE Rail banner, will be available in five different versions, offering LSWR Urie green or Drummond green, as well as Maunsell's Southern green. They're available to pre-order now from Bachmann stockists, in DCC-ready format only, while DCC sound-fitted versions will be available



exclusively from Kernow Model Rail Centre. **Price:** £199.95 (DCC-ready), £289.99 (DCC sound) **Web:** www.kernowmodelrailcentre.com

STEAMING BACK

A number of Bachmann Branchline's steam locomotives make a welcome return to the range this winter, including the



LNWR 'Super D' 0-8-0 and Midland Class 1P 0-4-4T. The latter is being offered in condensing and push-pull options, with liveries to suit the pre-Grouping, 'Big Four' and BR eras. The '1P' and 'Super D' are also to be available with DCC sound for the



first time, thanks to an upgrade to the DCC circuitry. **Prices:** • 'Super D' £189.95 (DCC-ready), £299.95 (DCC sound) • '1P' £174.95 (DCC-ready), £284.95 (DCC sound)

'4-TC' GOES MAROON

Bachmann's Class 438 4-TC EMU is to be offered in London Transport maroon, depicting the preserved

unit in its current condition, which operates a variety of heritage and charter services on the LT network. **Price:** £399.95



In Brief

ALL-NEW Mk 1 STOCK

00
GAUGE

Announced earlier this year, Bachmann's newly tooled BR Mk 1 BSO, FO, RB Restaurant car and BSOT Micro Buffet will all be offered in BR blue/grey livery. The BSOT features the correct Scottish Region number prefix, while the others are a mix of Midland and Eastern region allocations. **Price:** £67.95 each



EXTRA CRANE TO HOIST SALES

00
GAUGE

Sales of the EFE Rail YOB diesel-hydraulic crane have been extremely brisk (see our review on page 82), so a further version has been produced, in the much-requested Balfour Beatty livery, available to pre-order now. **Price:** £89.95



EFE'S 'WARSHIPS' SAIL INTO VIEW

Announced initially at The International N Gauge Show in September, further details of EFE Rail's Class 41 pioneer 'Warship' diesel-hydraulics have emerged, with six different guises being produced initially. With the tooling catering for both the original (disc headcode) and revised nose ends (four-character headcodes), multiple permutations of this small fleet of prototypes are possible.

A mix of BR green and Rail blue liveries are being offered and all will feature a Next18 DCC interface, working lights and space for a speaker. The models entered production in September



and are available to pre-order at Bachmann dealers, with delivery expected in December.

Price: £174.95 each

Web: www.bachmann.co.uk



STOP PRESS

Arriving just as we closed for press was Rapido's cute little LNER Class Y7 O-4-OT. See next month's issue for a full review.



NEW FARISH COACHING OPTIONS

Another tranche of Graham Farish BR Mk 2a coaches is on the way, with the TSO, FK and BSO vehicles offered in blue/grey, ScotRail and West Coast Railways colours. Additionally, a pair of DRS escort cars (with gangways removed) and a BSO

in Network Rail yellow will appeal to modellers of the contemporary scene.

Eight versions of the all-new BR Mk 1 Post Office Tender (POT) stowage car are also available to pre-order, in various BR and Royal Mail liveries, including two suitable for the EWS era. These are due to land next Spring, with the Mk 2s expected in February.

Price: £48.95/£49.95 each



THE 'TWINS' ARE BACK AGAIN

Following the release earlier this year of the Farish LMS 'Twins' 10000/1, a further four versions will soon follow, with each locomotive sporting BR black livery (with early crests), and BR green with later crests, the latter depicting the

locomotives after their sojourn on the Southern Region, where they gained extra lamp brackets. All four versions come with the option of DCC sound.

Price: £184.95 (DCC-ready), £289.95 (DCC sound)

CURLY OR STRAIGHT - TAKE YOUR PICK

The distinctive 'Curly Roof' van is an eye-catching vehicle running on the Ffestiniog Railway, being a replica of one of the original trio of vehicles built in the 1870s. Bachmann Narrow Gauge is working on a '009' model, which will be offered in the FR's lined plum livery.



The 'Curly Roof' vans were rebuilt as more conventional-looking Third class brake vans, one of which survives and Bachmann is also reproducing this version, in a choice of three liveries. All are due to arrive in Spring 2025. **Price:** £59.95 each **Web:** www.bachmann.co.uk



EVOLUTION

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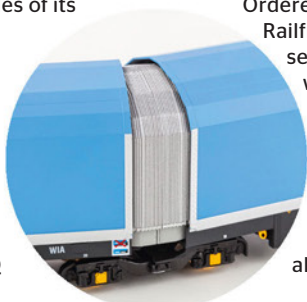
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RAPIDO TRAINS UK

REVOLUTION SHOWS OFF CAR CARRIER COLOURS



Revolution Trains has received decorated samples of its WIA articulated covered car carrier wagons, in the striking blue livery. DB Schenker and ACE-branded versions were brought along to *Model Rail HQ* for us to peruse, with the articulation system and various etched metal detail fittings being



especially impressive.

Ordered by British Rail's Railfreight Distribution sector, to coincide with the opening of the Channel Tunnel in 1994, the wagons run in fixed five-unit formation, with folding end doors allowing cars to be

driven through multiple wagon sets. The double-deck interior maximises capacity while keeping the cargo safe from damage while in transit.

BR, EWS and non-branded versions are also in development, with pre-orders still being taken and delivery expected in Q2/3 2025.



'N' GAUGE VERSIONS PROGRESSING TOO

Revolution is also producing the WIA wagons sets in 'N' gauge, with engineering prototypes currently being assessed. A similar choice

of livery options will also be available in 'N'. Delivery is expected in mid 2025, with pre-orders still being taken.



BEILHACKS ARE BACK!



The Beilhack ZZA snowploughs, built on salvaged Class 40 and 45 bogies in the 1980s, still form an important part of Network Rail's fleet, so it's great to hear that the 'OO' model tooling, produced initially by Hattons, is now part of the Accurascale range.

Four new twin-packs have been announced, featuring a choice of BR yellow or Network Rail black/yellow liveries, with delivery expected in time for next winter. They're only available direct from Accurascale.

Price: £69.95 per twin-pack
Web: www.accurascale.com



'CORADIAS' MOVING ALONG



Decorated samples of Revolution Trains' 'N' gauge Class 175 have been showcased, in First North Western and Transport for Wales liveries. The long-lived Arriva Trains Wales turquoise/cream scheme is also being produced, with

both two and three-car variants available in all three liveries.

The five-car Class 180 units are also progressing well, with samples of the First Great Western, Northern and East Midlands Railway

liveries under the spotlight here.

The full range of Class 175 and 180 units are available to pre-order, in DCC-ready and DCC sound formats.

Web: www.revolutiontrains.com



GWR 'Mica B'

Refrigerated Meat Van

'MICA B', the telegraphic code 'MICA' designating a Refrigerated Meat Van of which 'B' is the ventilated variant. The ventilated vans were mainly used to transport chilled beef carcasses from ports such as Birkenhead to Smithfield and other markets. It is fitted with internal tanks for solid CO2 and trap doors on top of the roof for loading the dry ice. Meat hooks were fitted. Built between 1923 – 1926, 149 were produced based on the X8 diagram.

The decorated samples are now here and delivery is expected very soon



Thanks to the Severn Valley Railway for their support with this project.

Available in single van or a 3 pack, priced at £30.00 each or £75.00 for the 3 pack. 6 running numbers will be produced in OO gauge.



Van 1	105873 (preserved at Severn Valley Railway)
Van 2	105852
Van 3	105901
Van 4	105860 (preserved at Didcot)
Van 5	105923
Van 6	105923
Pack A	105873, 105852 & 105901
Pack B	105860, 105923 & 105966

Available to pre-order now at www.krmodels.net

IVY LEAGUE

Trailing climbing vegetation up the sides of buildings is a great way of enhancing houses, outhouses and farm structures, suggesting anything from part of a well-tended garden to an overgrown hovel. This handy pack of ivy makes the job easier, providing five 50mm long strips of photo-etched, pre-coloured ivy, which simply require shaping and glueing in place.

The printed leaf detail is impressive, with a good amount of tonal variety and, while aimed at 'HO' and 'OO' layouts, also looks good within 'O' gauge scenes.

Product: Model Scene VG7-229 Ivy

Price: £5.99

Availability: Scale Model Shop

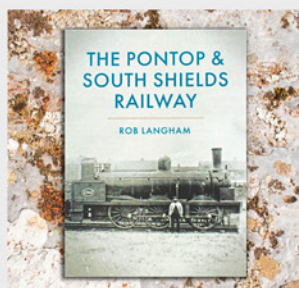
Web: www.scalemodelshop.co.uk



OO
GAUGE

Modeller's Bookshelf

George Dent and **Chris Leigh** present four recently published titles to inform and inspire your modelling.

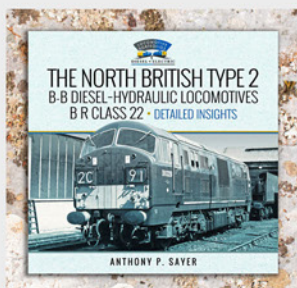


COALS TO NEWCASTLE

Featuring previously unpublished images, plus lots of maps and useful diagrams, this engaging book tells the story of the railway that ran from the Consett area down to the south bank of the Tyne, carrying huge tonnages of coal from Durham pits. Later, part of the route became synonymous with the Tyne Dock-Consett iron ore trains, which worked the fearsome gradient in the opposite direction. There are plenty of fascinating images, offering inspiration for anyone with an interest in the North East's railway history. **(GD)**

Book: *The Pontop & South Shields Railway*, by Rob Langham (Amberley)
Price: £15.99

Availability: www.amberley-books.com



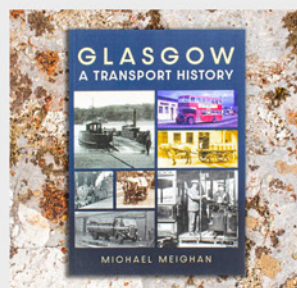
NBL TYPE 2 INSIGHTS

In a welcome follow-up to the author's initial study of the North British Type 2 diesel-hydraulics (Class 22), this equally weighty tome is packed with information, detailing various performance issues, liveries and detail differences across the fleet. Like Volume One, it's perfect for modellers wanting to customise the Dapol model, while those with a technical interest will appreciate the explanations of the various modifications carried out in an ill-fated attempt to improve reliability. **(GD)**

Book: *North British Type 2 B-B Diesel-Hydraulic Locomotives - Detailed Insights*, by Anthony P. Sayer (Pen & Sword)

Price: £28.00

Availability: www.pen-and-sword.co.uk



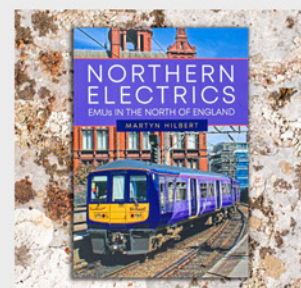
GLASGOW ON THE MOVE

This book covers all aspects of the Scottish city's public transport, including Clyde shipping, canals, rail, trams, buses, and, of course, the underground. Undoubtedly of interest to Glaswegians and anyone with an interest in the area, it includes some street scenes and reproductions of vintage advertisements which may well be of interest to modellers. For railfans, the transition from steam-hauled services to the iconic electric 'blue trains' is covered. Illustrated with monochrome images, though reproduction is a little flat. **(CJL)**

Book: *Glasgow - A Transport History* by Michael Meighan (Amberley)

Price: £15.99

Availability: www.amberley-books.com



NORTHERN POWER

It's easy to overlook the variety of electric multiple units to have operated across Northern England, but this colour album provides a welcome reminder. As well as today's scene, the book features some real classics, such as the bone-shaking Class 304s, plus the unique '504s' of the Bury line and ex-Glasgow 'Blue Trains'. Southern Region interlopers make an appearance, heading north for overhaul or scrap, while the Tyne & Wear Metro and Sheffield Supertram networks also feature. The captions offer plenty of useful nuggets of information. **(GD)**

Book: *Northern Electrics*, by Martyn Hilbert (Amberley)
Price: £15.99

Availability: www.amberley-books.com



ON THE WORKBENCH

What new products have appeared in George's workshop this month?

EASY ROLLER

This simple but impressive little tool makes the job of shaping thin brass strip or etched detailing kit components much easier. The sturdy metal base (52mm by 40mm) features five round-section troughs, ranging from 1-5mm in diameter. A set of matching steel rods is also provided, for working the brass strip into the appropriate trough to form perfectly round shapes. The tool has many potential uses, especially for kit bashers and scratchbuilders, making easy work of a potentially awkward task. A larger set is also available.

Product: RP Toolz Micro rolling set 1-5mm
Price: £16.99

Availability: Scale Model Shop

Web:

www.scalemodelshop.co.uk



KICKSTART YOUR BONDS

Most cyanoacrylate glues (Superglue, for example) set quickly, but sometimes that's not quick enough. When parts are awkward to hold together, an instant bond makes life easier, so a cyano accelerator does the trick. ZAP's Zip Kicker is an aerosol-based accelerator fluid, which is compatible with most cyano glues and is safe for use on (unpainted) plastics - take care around painted surfaces. Simply apply the cyano, hold the part in position and

apply a light spray for an instant bond. It can also be applied before the glue and helps to improve bond strength between various materials, including metals.

Product: ZAP PT-15 Zip Kicker CA Accelerator
Price: £7.50

Availability: Wonderland Models

Web: www.wonderlandmodels.com



FENCING PRACTICE



Ideal for contemporary residential areas, this pack of laser-cut timber fencing consists of separate framing, posts and plank panels, which are easy to bond together and provide lifelike relief. The fence is a scale 6ft 2in tall and enough material is supplied to cover over 1.5 metres. The vertical posts feature plenty of material to allow for 'planting' into the ground for added strength.

Products: LX223-O

Wooden fencing

Price: £16.49

Availability: Scale Model Scenery

Web:

www.scalemodelscenery.co.uk

GUIDING THE (PERMANENT) WAY



The task of laying flexible track can be eased with the aid of radius templates, such as this pack from West Hill Wagon Works. Available to suit various scales, this pack is aimed at '009' narrow gauge track, and the pack includes seven laser-cut plastic templates, for 4, 5, 6, 9, 12, 15 and 18in (102mm, 127mm, 153mm, 228mm, 304mm, 381mm, 457mm radius curves. There's also a handy 200mm straight section, with each designed for use with Peco's Code 80 '009' flexible track.

Rendered in tough, 3.2mm thick plastic, the templates ensure smooth transitions between curve radii, for better looking track and smoother running.

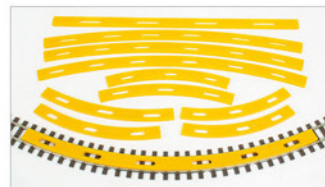
Product: '009' Track guide templates - large set
Price: £14.95

Availability:

West Hill Wagon Works

Web:

www.westhillwagonworks.co.uk



HANDSOME BUSHES



Made by hand, these ready-to-plant thickets provide realistic texture and natural variations in tones. They can be used as they come, or teased and cut into smaller clumps, making them ultra-versatile. They'll look great on '00' and 'O' gauge layouts, with packs tailored to different seasons. The Early Fall pack proved especially attractive.

Products: AK Interactive • AK8238 Early Fall Filigree Bushes

• AK8237 Summer Filigree Bushes

Price: £11.95 per pack **Availability:** Scale Model Shop

Web: www.scalemodelshop.co.uk



ROAD WORKS AHEAD!

A new figure and accessory set from Busch provides a trio of road workers in modern high visibility working clothes, along with various barriers, cones, traffic signs, sand piles and construction tools. The figures come nicely painted in a satin finish, with a welcome variety of attire, although they could be improved by running a thin black wash from head to toe to highlight their details and give their

work clothes a more authentic appearance. A useful set for any modern layout.

Product: Busch 79900 Setting Up Barriers figures set

Price: £32.25

Availability:

Golden Valley Hobbies

Web:

www.goldenvalleyhobbies.com



EXHIBITION DIARY - NOVEMBER 2024-FEBRUARY 2025**November 23**

GUILDFORD, SURREY. The Guildford O Gauge Group Trade Show. Spectrum Leisure Complex, Parkway, Guildford GU1 1UP. **Time:** 1000-1600. **Admission:** Adults £8. **Email:** christopherjcglover@msn.com

November 24

BROCKENHURST, HANTS. New Forest Model Railway Society. Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY. **Time:** 1000-1630. **Admission:** Adults £7, Accompanied under-18s free. **Web:** <http://nfmr.org> **Email:** nfmrs@yahoo.com

November 30

RAINHILL, MERSEYSIDE. Rainhill Model Railway Club - Christmas Model Railway Show. New venue: Rainhill High School, Warrington Road, Rainhill L35 6NU. **Time:** 1000-1700. Adults £5, Children £6. **Tel:** 01925 226266. **Web:** www.rainhillmrc.org.uk

November 30 & December 1

OSWALDTWISTLE, LANCs. Blackburn & East Lancs MRS Christmas Exhibition. Oswaldtwistle Mills Business Centre, Pickup Street, Oswaldtwistle BB5 0EY. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Accompanied children free. **Web:** www.belmrs.com **Email:** belmrs2019@gmail.com

December 7

HILLINGDON, LONDON. Hillingdon Railway Modellers - Test Track Open Day. Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF. **Time:** 1000-1500. **Admission:** £6. **Tel:** 0208 368 4090. **Web:** www.hillingdonrailwaymodellers.co.uk

December 7 & 8

NORTH SHIELDS, TYNE AND WEAR. Blyth and Tyne Model Railway Christmas Open Weekend. Redpath House (Above Asda), 40 Saville Street, North Shields NE30 1NT. **Times:** 1000-1600 (both days). **Admission:** £3, Under-16s free. **Web:** www.btms.co.uk

December 14 & 15

MANCHESTER. Manchester Model Railway Society Christmas Show. The Sugden Centre, Sidney Street, Manchester M1 7HB. **Times:** Sat 1000-1730, Sun 1000-1630. **Admission:** Adult £14 Sat, £12 Sun, Children free. **Web:** www.mmrsc.co.uk/exhibition

December 21

HERNE BAY, KENT. East Kent Model Railway Society. Herne Centre, School Lane, Herne CT6 7AP. **Time:** 1000-1600. **Admission:** Adults £5, Accompanied under-16s free. **Email:** ekmrswitstable@gmail.com

December 28

CONWY, WALES. The N gauge Society Conwy MRE. St Mary's Church Hall, Rose Hill Street, Conwy LL32 8LD. **Time:** 1000-1700. **Admission:** Adults £3, Children over 6 years £1.50, Under-6s free.

WEST CAMEL, SOMERSET. West Camel Model Railway Society Christmas Model Railway Exhibition,

Davis Hall, West Camel, Somerset BA22 7QX. **Time:** 1000-1530. **Admission:** Adults £5, Children free. **Email:** charliebishop@hotmail.co.uk

December 28 & 29

MAIDSTONE, KENT. Mid Kent Club, Maidstone and Mid Kent MRE. Lockmeadow Market Hall, Barker Road, Maidstone ME16 8LW. **Time:** 1000-1600 both days. **Admission:** Adults £7, Under-16s £2. **Tel:** 01732 840787. **Email:** midkentgroup@outlook.com

January 11

BEAMINSTER, DORSET. Bridport & District MRC. The Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF. **Time:** 1000-1600. **Admission:** Adults £5, Accompanied under-16s free, Unaccompanied under-16s £3. **Tel:** 07484-213267. **Email:** kenbanksrailway@gmail.com

January 11 & 12

BOGNOR REGIS, WEST SUSSEX. Bognor Regis MRC, Model Railway Show. Felpham Community College, Felpham Way, Bognor Regis, West Sussex PO22 8EL. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £6 Children £3, Under-6s free.

January 12

WITHAM, ESSEX. Witham MRE. Witham Public Hall, Collingwood Rd, Witham CM8 2DY. **Time:** 1000-1600. **Admission:** Adults £6, Children £1, Families £14. **Tel:** 07595 255150.

January 18 & 19

BIRSTALL, LEICESTER. Syston MRS, Model Railway Exhibition and Open Weekend. Birstall Social Club, 16-18 Wanlip Lane, Birstall, Near Leicester LE4 4JS. **Times:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adults £5, Families £10, Accompanied under-15s free. Unaccompanied children £4. **Tel:** 0116 260 5760.

January 25 & 26

EASTLEIGH, HAMPSHIRE. Southampton Model Railway Society Exhibition. Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5BX. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £10, Accompanied under-16s free. **Web:** www.southamptonmodelrailwaysociety.co.uk

ERITH, KENT. Erith Model Railway Society, Thamesmead Model Railway Exhibition 2025. Harris Garrard Academy, Yarnton Way, Thamesmead, Erith, Kent DA18 4DW. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults (17+) £9, Accompanied children (5-16) £1. **Email:** erithmrs@gmail.com **Tel:** 07736 560956

IRVINE, Ayrshire. Kilmarnock and District Model Railway Club Exhibition 2025. Scottish Maritime Museum, Linthouse Building, Harbour Rd, Irvine KA12 8BT. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £7, Concessions £5, Under-16s free. **Web:** www.kilmarnockmrc.com **Facebook:** www.facebook.com/KDMRC71

PONTEFRAC, WAKEFIELD.

Normanton & Pontefract Railway Modellers Society Model Railway Exhibition. Pontefract Racecourse, Park Road, Pontefract WF8 4QD. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £10, Accompanied under-16s free.

February 1

SHIREHAMPTON, BRISTOL. Shirehampton MRC Annual Model Rail Exhibition. Shirehampton Public Hall, Station Road, Shirehampton, Bristol BS11 9TU. **Time:** 1000-1630. **Admission:** £5, Families (4) £7. **Web:** www.shirehamptonmrc.com

February 1 & 2

KENDAL, CUMBRIA. Kendal Model Railway Exhibition 2025. Kendal Leisure Centre Burton Road, Kendal, Cumbria

LA9 7HX. **Times:** Sat 1000-1700, Sun: 1000-1600. **Admission:** Adult £6.50, Children (6-18) £2.50. **Web:** www.kendalmrc.org **Tel:** 01539 733844

February 14 & 15

SOUTH SHIELDS, TYNE & WEAR. The Salvation Army, Model Rail 2025. Community and Worship Centre, Wawn Street, South Shields NE33 4EB. **Times:** Fri 1300-2000, Sat 1000-1700. **Admission:** Adults £5, Under-16s free.

February 15

TONBRIDGE, KENT. Tonbridge MRC. The Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF. **Time:** 1000-1700. **Admission:** Adult £8, Children (10-16 yrs) £1, Under-10s free. **Web:** www.tonbridgemrc.com **Tel:** 01959 523840. **Email:** tonbridgemrc@yahoo.co.uk

February 15 & 16

HIGHBRIDGE, SOMERSET. Sedgemoor Gauge O Group, Annual Model Railway Show. The King Alfred School & Academy, Burnham Road, Highbridge, Somerset TA9 3EE. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adults £7, Accompanied under-14s free.

February 16

MONMOUTH. Monmouth Model Railway Exhibition. Bridges Community Centre, Drybridge Park, Monmouth NP25 5AS. **Time:** 1000-1600. **Email:** david_forbes2@sky.com **Facebook:** MonmouthRotaryClub

February 22 & 23

ASHFORD, KENT. Ashford Model Railway Club, 2025 Tenterden Model Railway Exhibition. Homewood School, Ashford Rd, Tenterden TN30 6LT. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £6, Children £3, Concessions £5, Families (4) £15, Under-5s free.

...and finally**Unusual scenes captured by the lens of Chris Nevard**

Down at the wharf, a SR Class Q1 0-6-0 collapsible goods locomotive simmers in the yard. These engines were clever - when not in use they folded right back in on themselves like compressed furnace bellows or a folding camera to save space at the depot. Then, when fired, they slowly expanded to their full size as the boiler pressure increased.

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32-620SF	Class 90 Freightliner Sound.....	£280.45
32-652A	BR Cl44 Blue Ingleborough£161.45
32-653	BR Cl44 Green Helvellyn£161.45
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32-679A	BR Cl45 Green£161.45
32-755A	CI57 Arriva Wales.....	£157.20
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And in case you were wondering...
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 **ellis@ellisclarktrains.com**



News Real

Our full-size railways are constantly evolving, providing fresh inspiration for modelling projects. BEN JONES looks at a few of the latest developments that could soon be appearing on our layouts.

Freightliner's 70020 was the first of the Class 70s to receive a repaint in the company's striking orange and black livery (70008 is also now in the same colours). The livery is inspired by the corporate colours of its parent group, US railroad Genesee & Wyoming. ANDY HOLLIS



Transport for Wales handed back the last of its Class 175 DMUs to Angel Trains in October, ending the Principality's long association with the type. All units are currently in store awaiting a decision on their future, although they look likely to join the Great Western Railway fleet, enabling it to withdraw the last few 'Castle' HST sets and overcome DMU shortages across the West of England. BEN JONES



For the first time since 2002, a Class 58 hauled passenger trains in the UK during the Severn Valley Railway's Autumn Diesel Gala on October 3-6. The Doncaster-built Type 5s were withdrawn by EWS in the early 2000s but unlike the Class 56s have not been revived by private freight operators. Many were exported for use in Spain and France, but 58023 (previously named *Peterborough Depot*, now *Leicester Depot*) is currently the only operational '58' of the original 50 built for BR in the mid-1980s. PIP DUNN





Floris Dilz's amazing layout 'Le Bassin' caught Peter's attention at a recent exhibition in Belgium.

Staff Show & Tell

GOING INDUSTRIAL, BIG TIME

Peter Marriott paid a visit to an exhibition in Belgium and was bowled over by the work of Floris Dilz, whose industrial-themed layouts never fail to inspire.

During late September I visited a model railway show in Belgium, organised by *Modelspoor* magazine. The show was pretty special, with over 30 layouts of a very high calibre. However, for anyone with a passion for gritty industrial scenes, one layout stood out – big time.

'Le Bassin' offers an 'HO' scale re-creation of a Belgian steel works and, to say it is superb would be an understatement. So far, the layout has taken 10 years to build and, with its operators dressed in steelworks attire, the layout attracted large crowds throughout the exhibition. There aren't too many moving trains, but there is plenty more to feast the eyes on.

This is one of the projects that feature in James Hilton's recent *Model Railway Companion* book and the owner, Floris Dilz, is arguably one of the best at reproducing rundown industrial locations because I have



rarely seen so many pipes, rusty corrugated buildings, grimy street scenes and blast furnaces modelled on such

a huge scale, preserving in miniature an important industrial scene that in reality is passing away.

IN THE FRAME

DAVE LOWERY finds the answer to a modelling quandary has been under his nose for some time.

As regular readers may recall, I've been on a mission to create a fleet of 'O' gauge BR Mk 3 coaches but, with only one vehicle type currently available in kit form, producing the restaurant and TGS cars has demanded some extra work. We have tried 3D-printing new sides, but they need to be printed in sections as the coaches are too long for a single print.

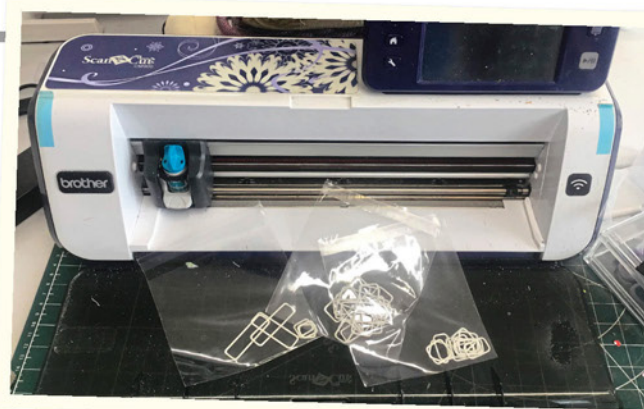
Modifying the Skytrex kit sides, in terms of blanking off certain window apertures and cutting new ones is not too difficult, but adding the distinctive raised window frames was the sticking point. Several years ago, when I built some VTG tankers, I represented the raised weld lines with one-millimetre-wide masking tape from the Aizu micron masking tape range. I recently used the same method while converting

HTA coal hoppers to the 'cut-and-shut' HRA aggregate variant. Could this approach be used?

Well no, but while I was thinking about this I realised that the answer had been staring me in the face all along. My wife uses a lovely machine called a Scan 'n' Cut for her craft creations and, following a light bulb moment, I got her to design and cut out some window frames for my Mk 3s.

Once I've filled in the unwanted window apertures on the coach side and cut the new openings, the paper frames can be installed on the outside. This allows me to represent any window formation on any of the numerous catering car variants.

The paper windows are fragile, so I stiffen them up with a coat of thin cyanoacrylate (e.g. Superglue). This makes it easier to glue them



Various models of the Brother Scan 'n' Cut machine are available from craft stores or Amazon, with prices starting at around £200. It resembles a desktop printer, but features a small LCD touch screen on which the artwork can be created, so there's no need to hook up a computer and mess around with CAD software.

in place, and also allows a small amount of careful filing to remove any fuzzy edges.

So if you're looking for a new partner, make sure they come with a Scan 'n' Cut machine... just a thought!



The Blue Pullman HST is the subject of my latest project, so I searched the internet for images of the real catering car to gauge the various window modifications. It also allowed me to work out the proportions of the new apertures and the required size of the frame overlays, which were set-out and cut with the Brother Scan 'n' Cut machine.



Unwanted apertures in the Skytrex Mk 3 sides were in-filled with plastic card, bonded securely from the inside with a good fillet of glue. I use a combination of UHU contact adhesive and Superglue to achieve a stable infill, allowed to cure overnight. Isopon P38 automotive filler was then applied to the outer face to fill any gaps. After sanding the filler back to a smooth surface, the new machine-cut window frame overlays were used to help mark out the new windows, which were cut to size after drilling pilot holes in each of the corners, removing the bulk of the waste and then using a file to carefully fettle the material to achieve the final dimensions.



The window frames, like any cut item, have a 'right' and 'wrong' side. The side the blade cuts should always be on the outside, as the edges will be neater. Before fixing them in place, I coated the paper frames in a light layer of thin Superglue to add rigidity.



I sprayed the whole side with a filler primer, built up in light coats. The primer will reveal any surface blemishes, which can be filled and sanded, before more primer is sprayed. After several coats, the primer will settle around the edges of the new window frames, helping to blend them seamlessly.



When happy with the primed surface, the topcoats were applied, with the light grey added first, then masked ready for the Nanking blue shade. The raised window framing adds a professional touch to the modified Skytrex coaches and provided a quick and relatively simple way of modifying the sides.



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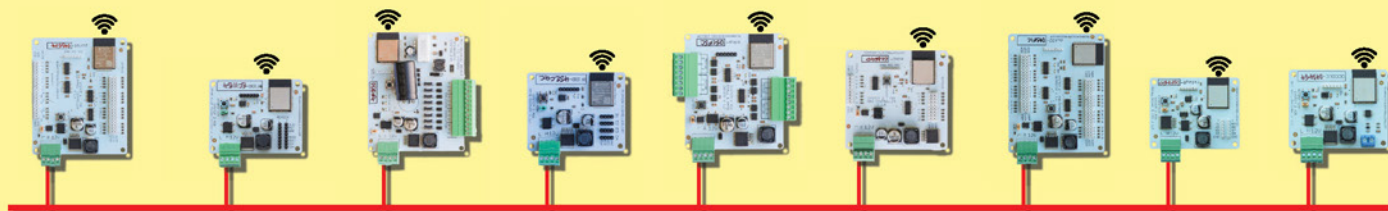


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"System2 has simplified our installation and enabled new possibilities for Making Tracks" - Pete Waterman - OBE



Inside track with Ben Ando

Ben Ando is the founder of Revolution Trains and a regular contributor to *Model Rail*.

Like many in the modern world, I use a computer a lot of the time.

Whether preparing painting diagrams, checking CAD drawings or even writing this column, I spend an awful lot of my time working at a computer.

Sitting for long periods of time, concentrating hard and often working in isolation can be unhealthy both physically and mentally, so I make a point of taking fairly frequent keyboard breaks to get physical exercise (either a walk or taking a trip to the gym) to give my brain a chance to recharge.

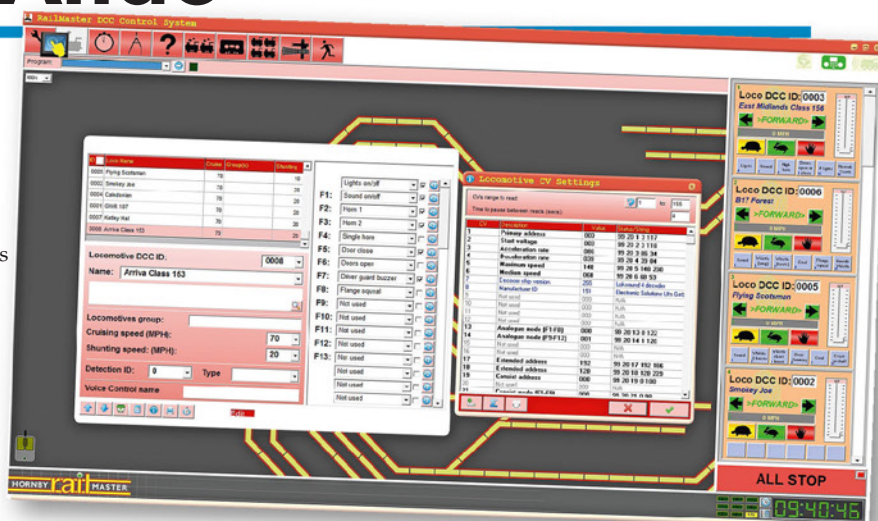
When faced with a thorny problem I have long realised that taking a break and returning to it later will often throw up a solution, and even if the solution isn't ideal, just stretching one's legs and thinking about other things will create a sense of proportion and perspective.

However, one joy of working with computers is the 'Control-Z' function in most programs, which allows you to simply undo your most recent actions. It makes it very simple to immediately correct errors or just change your mind about a sentence, symbol or step.

But is there a danger this can engender a sense of laziness, on the basis that we can 'correct it later'? Furthermore, can it lead to a tendency to become sloppy and ignore something that isn't right?

Let's face it: all of us have missed errors in our own models or in a ready-to-run model we have just bought. Then, when someone points out a mistake in the angle of a windscreen, the position of a grille, or the misalignment of a decal, we find it impossible to 'unsee' it.

This is where we have to make a difficult decision. Can we learn to live with it, or must we correct it? Will it always be something that bugs us and spoils our enjoyment of the model?



Computers can help us with everything in our lives, including operating our model railways, but when is the right time to take a break from staring at the screen?

The answer, for me, depends on how easy the problem is to fix and how 'invested' I am in the locomotive, coach or wagon involved.

There are some lazy fixes we can all use from time to time. Problem. A misaligned decal on one side. Solution. Since most of us operate layouts that are designed to be viewed from one side – place the wagon so the 'bad' side always faces away from us. Clumsy masking or poor paint finish? Weathering is your friend!

And, of course, there is always the option of leaving the offending vehicle in the stock box. But sometimes there is nothing to do but bite the bullet.

I once built a rake of wagons but only realised at the end that I had misaligned the chassis and the brake gear was at the wrong end on every single one! I thought long and hard, decided I couldn't live with the error and made the painful decision to dismantle them all and refit the bodies.

It took several hours, and typically a superior ready-to-run version has since been made available, but at the moment I realised my mistake, for a split second I found myself involuntarily reaching for 'CTRL-Z'...

Or am I the only person who's done this?

“Can we learn to live with it or must we correct it?”

How many of us have struggled with building rolling stock kits, agonising over whether we can live with assembly or detail errors, only for the prototype to emerge as a ready-to-run product?



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George Dent, Editor

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MODEL RAIL'S Christmas GIFT GUIDE

Wondering what gifts to buy for your fellow railway modellers – or yourself? **George Dent** marks the 12 days of Christmas with a dozen suggestions for stocking fillers and more substantial treats. And there's a chance to win a Hornby train set!



CHRIS NEVARD



POSTCARDS FROM KENT

Postcard Models is a family business, producing a delightful range of laser-cut building kits in various scales, each designed to fit within postcard-sized packaging. They're great fun to assemble and depict fabulous prototype structures from various parts of

Britain, but especially those with a Kent or Sussex flavour.

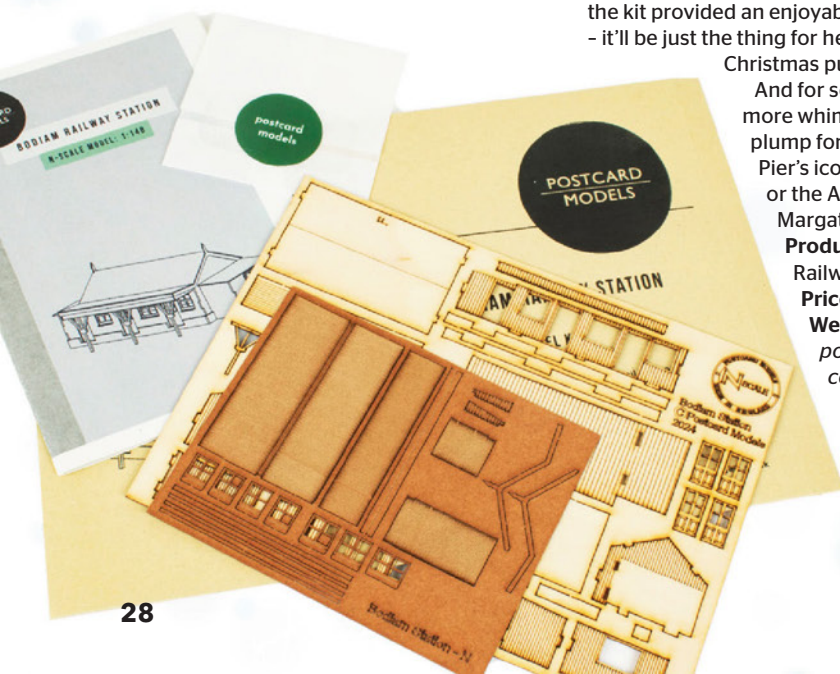
This lovely 'N' gauge kit of Bodiam station, on the Kent and East Sussex Railway, features plenty of detail and an authentic timber grain texture. The platform canopy is included, and the kit provided an enjoyable evening project – it'll be just the thing for helping your

Christmas pudding digest!

And for something a little more whimsical, why not plump for a kit of Brighton Pier's iconic Helter Skelter, or the Art Deco tower from Margate Lido.

Product: Bodiam Railway Station kit
Price: £16.50

Web: www.postcardmodels.co.uk



SANTA'S ON HIS WAY!

Add festive cheer to your layout with these new Christmas-themed packs from Modelu.

As well as Santa driving his reindeer sleigh with a sack of presents in tow, there's also a more pagan Victorian Father Christmas figure, plus a pack of gifts (including a steam loco). There's even a very cute trio of snowmen.

All are 3D-printed and are available in virtually any scale, from 'N' gauge upwards. All you need to do is paint them.

Products: Modelu
• 0216 Christmas presents
• 0217 Christmas sleigh
• 0218 Snowmen • 1519 Victorian Father Christmas
Price: from £4.95 per pack
Web: www.modelu3d.co.uk





TOP-NOTCH TWEEZERS

I've only recently discovered GodHand tools and they're superb, combining high-quality materials and modeller-friendly design. While cheaper tweezers are freely available, few are as good and reliable as this set. Crafted in Japan from high grade stainless steel, this set of tapered tweezers sits comfortably in the hand and the fine tips align perfectly without deforming, ensuring a firm grip of even the smallest object, drastically reducing the risk of the part flying off into the abyss of the carpet. Once you've tried these, you'll avoid cheap tweezers like the plague!

Product: GodHand GH-PS-SB Powerful tweezers, tapered fine tip
Price: £24.95

Web: www.airbrushes.com



SPRAY PAINT THE HALLS...

The festive holidays are a great time to learn new modelling skills, so an airbrush starter set would make an ideal gift. This Sparmax kit provides all you need to get started, in the form of a handy little ARISM compressor, which is pretty quiet in operation and, at just 160mm long by 90mm wide, it's ultra-portable too. It features a pressure regulator and even sports a Christmassy sparkling red finish!



A Sparmax MAX-3 airbrush is provided, along with a storage wallet and 2 metre braided hose. Extra accessories include a glass cleaning pot (with spare air filters) with built-in airbrush holder and a set of cleaning tools. As a bonus, a pair of Christmas-themed stencils, acrylic paints and jar of cleaning fluid are also included. The

MAX-3 is one of the best budget airbrushes around, and the 0.3mm diameter nozzle makes it great for working on smaller models or for detailed weathering jobs.

Product: Sparmax ARISM mini airbrush starter kit (Christmas Edition)

Price: £198.50

Web: www.airbrushes.com





KEEP A LOW PROFILE

Low-relief buildings are a key feature of so many layouts and these user-friendly kits from Scale Model Scenery provide an enjoyable assembly project - and superb results. The laser-cut MDF structure slots together easily, with printed overlays providing a convincing brick texture (there's also an option of whitewashed stone for the 'Backs' kit). The sash windows are assembled from various layers to provide convincing depth and plenty of smaller details are provided, including

gutters and downpipes, along with pre-weathered roof slates.

Building a row of these cottages will provide the perfect backscene to a layout or diorama, and the kits offer plenty of scope for customisation and adding interior detail, and lighting too, perhaps.

Product: • KX115-00 Low Relief Workers' Cottages (fronts) • KX116-00 Low Relief Cottage backs

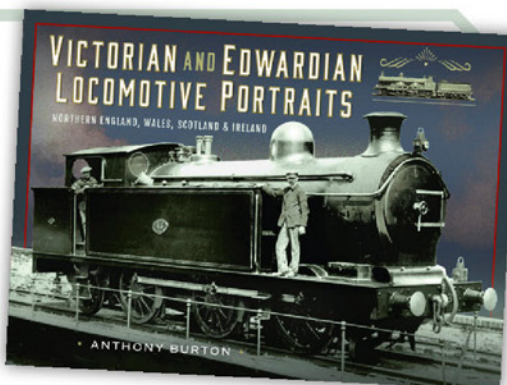
Price: £10.99/£11.99

Web: www.scalemodels scenery.co.uk

THE HISTORY BOOKS

Spread over two separate, landscape format volumes, these collections of old photographs are a joy to browse. Northern England, Wales, Scotland and Ireland feature in one volume, while Southern England is the subject of the other. Each hardback book contains over 100 black and white images of historic locomotives in a wide variety of locations and settings, all captured during the Victorian and Edwardian periods. Many of the images are published for the first time and the captions and early chapters provide plenty of useful information about steam locomotive development.

As well as standard gauge railways, narrow gauge and light railways also feature, with many well-known railway companies and



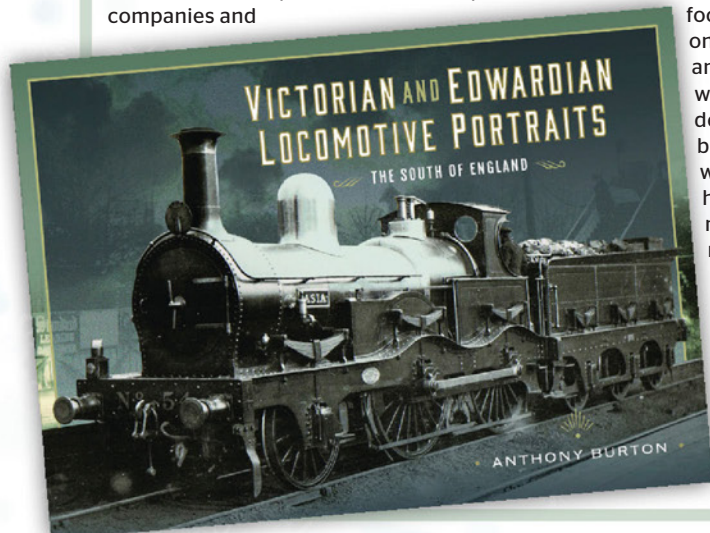
locomotive types covered, but also plenty of more obscure and esoteric subjects, such as the Jersey Railway, Liskeard & Caradon, and the Easingwold Light Railway.

The geographic demarcation of subject matter across the volumes is a bit hit and miss (is Liskeard in Northern England?). However, the focus of each book is firmly on the locomotive types and there are plenty of weird and wonderful designs I hadn't seen before, some of which would look equally at home in a Wild West movie. Perfect fireside reading material.

Products: *Victorian and Edwardian Locomotive Portraits*, by Anthony Burton (Pen & Sword)

Price: £25.00 each

Availability: Bookshops or www.pen-and-sword.co.uk



A FEW EXTRA HANDS

Do you have plans to tackle one of those brass kits you've squirrelled away, or take care of some electrical repairs? If so, this tool will make life so much easier, solving the modeller's perennial problem of a lack of a third hand.

Four adjustable gooseneck arms, each fitted with a spring clamp, are fitted into a sturdy metal base, allowing components to be held securely and leaving your hands free. Ensuring parts do not move during the soldering process is essential for avoiding 'dry' joints, so this tool will definitely prove its worth.

Additionally, the base is equipped with a sponge and wire cleaning ball for keeping your iron's tip clean, plus a jar of rosin flux. There's also a handy spindle which can be wrapped with solder to act as a handy dispenser.

Product: Multifunctional Soldering Helping Hands

Price: £19.99

Web: www.squirestools.com



HEX APPEAL

I've given up on cheap straight shank twist drill bits, as the smaller diameter bits invariably break and the cutting edges dull quickly when used for cutting into nickel silver, brass or whitemetal. Larger diameter shanks may reduce the working length of a bit, but do provide more resilience, and this set of bits from GodHand have proved the best so far.

Contained in a tough, clear plastic holder, this set of bits (0.5mm-0.9mm) feature a 2.5mm round shank which then morphs into a 4mm hex shaft which can be held in a regular drill chuck or, for more convenience, a matching magnetic pin vice.

Manufactured from high-quality steel, the bits feature an obtuse cutting angle to prevent the bits from 'digging in', encouraging a truer, round hole while also prolonging the tool's life.

The pin vice features a magnet to hold the bits more securely and the plastic finger grip makes it comfortable to operate.

Products: GodHand • GH-DB-5A Drill bit set (£11.99) • GH-PBQ Quick Power Pin Vise (£29.95)

Web: www.airbrushes.com



TRAVEL PLANS

Millions of travellers rely on transport maps every day and, thanks to the likes of Harry Beck, whose London Underground maps have become part of the British consciousness, they have turned into a real art form, marrying function with style.

This fascinating new book looks at how public transport maps have developed around the world over the last 160 years, with chapters organised by continent. Locations include Berlin, Cape Town, London, Montreal, Tokyo, Chicago, Beijing, Delhi, Amsterdam and Sydney. It's fascinating to see how different designers have approached the task and the book also includes insights from passengers and operators, while also re-imagining transit maps for the future.

Anyone with an interest in travel or in the art and science of mapmaking will find this an absorbing read, and it may even influence your holiday destinations for the new year.

Product: *Iconic Transit Maps*, by Mark Ovenden (Prestel)

Price: £30.00

Availability: Bookshops or www.prestel.com



PUTTY IN YOUR HANDS

Model Craft's masking putty is easy to shape and sticks to virtually any surface, making it ideal for masking up awkward surfaces prior to painting. It's also easy to remove, leaves no oily or sticky residue and can be re-used.

Supplied in a round tin, simply break off the desired amount and knead or roll it into shape, pressing it onto the model's surface. It's perfect for protecting clear glazing when weathering locomotives and coaching stock and I've also found it perfect for masking elements of steam locomotives during full or partial repaints. Masking boilers, bufferbeams and smokeboxes can be tortuous with traditional tapes, but this putty does the job quickly and effectively – just tease the material around handrails and fine details with a cocktail stick.

Ideal for use when airbrushing or spraying aerosol paints, it can produce clean demarcations between colours. The putty is also handy for gripping delicate components while painting, especially miniature figures.

Product: Model Craft Masking Putty, 80g tin

Price: £12.98

Web: www.airbrushes.com

THE ULTIMATE CHRISTMAS GIFT?

Most of us were introduced to this wonderful hobby through the gift of a train set, with everything you need to get started contained in one box. Hornby still leads the market in train sets, with packages to suit different budgets. One of the most colourful packages in the current catalogue is the Freightmaster set containing Class 20 20132 *Barrow Hill Depot* in Railfreight 'red stripe' livery, along with an inter-modal wagon loaded with two containers, a bogie

tippler wagon, Mk 1 tool van and a standard BR brake van. An analogue controller, power connector, oval of track – with points and siding – and colour track mat are all supplied. The locomotive is DCC-ready too, so there's scope to go digital in future.

It's the perfect Christmas gift for a budding enthusiast, as well as providing fun for all the family.

Product: Hornby R1272M

Freightmaster train set

Price: £169.99

Web: www.hornby.com



WIN THIS TRAIN SET!

Thanks to Hornby, we have a Freightmaster train set to give away in a FREE prize draw. Head to www.model-rail.co.uk for your chance to win!

CHRISTMAS IS FOR THE NIPPERS

This top-notch set of nippers is designed primarily for cutting plastic kit parts from sprues, with the super-sharp, tapered jaws set at a 28° angle to help them reach into the tightest spots. Using tools like this, rather than a blade, ensures even the most delicate of plastic parts is removed without damage. They've also proved ideal for trimming away the support structure from 3D-printed parts and figures, drastically reducing the risk of breakages.

With a sprung action, comfortable grips and carbon steel jaws (made by the famous Kobe Steel Ltd), these nippers will last a lifetime if cared for properly. A pot of special maintenance oil is also available, to keep the jaws moving freely and prevent



corrosion. The jar even features a built-in applicator brush.

Products: GodHand • GH-CPN-120-S Tapered Nippers (£32.50) • GH-NMO-SET Nipper Maintenance oil 5ml (£10.96)

Web:

www.airbrushes.com





“ What makes this layout great?

‘Wellpark’ is a perfect depiction of a gritty urban scene coupled with the anticipation of what’s to come. Fans of opposing teams are coming together, the police are already on scene and although the figures are static, it looks as if things could kick off at any moment. ”



Welcome to the **New Firm**

Splintering off from another club, members of the newly formed Scottish Diesel and Electric group were free to indulge their interest in BR blue.

Words: Chris Gadsby Photography: Chris Nevard Artwork: Andrew Mackintosh

2 Arguably Glasgow's most numerous buildings are the multi-occupancy apartment blocks known as tenements. These are groups of flats ranging anywhere from one to five bedrooms and are accessed via a common stairwell. The group has recreated one of those at 'Wellpark', using scribed mountboard to make the sandstone courses, and balsa wood for windowsills and decorative corbels.



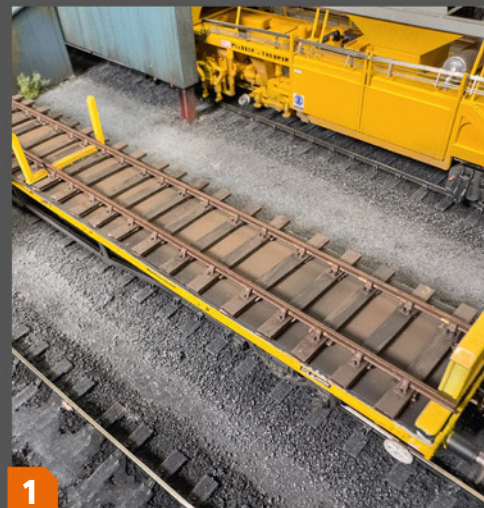
It's Glasgow, it's the 1980s, and there's only one question on everybody's lips come Saturday afternoon. Are you green? Or are you blue? Saying the wrong thing to the wrong people could land you in serious trouble, with countless fans arrested at every Old Firm derby and numerous injuries sustained. One thing which made the Old Firm derby around that time so violent is that it wasn't just about football, opposing supporters generally fell on differing sides of the Protestant vs Catholic troubles as well. The riots at the conclusion of the 1980 Scottish Cup Final led to widespread

condemnation from the authorities and the churches, but little blame was accepted. Fortunately for the Scottish Diesel and Electric Group, none of the figures on their layout 'Wellpark' have started throwing missiles yet.

"Having static figures is quite useful," explains Stephen Johnston, chair of the group, "because we know the layout will be in the same state as when we left it! 'Wellpark' is a fictitious layout which incorporates as many recognisable features of the east end of Glasgow as we could fit into the space. The name is synonymous with this area as the Wellpark ►

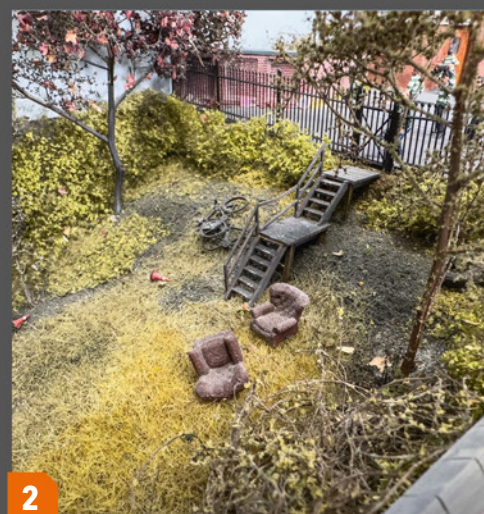


3 things we like



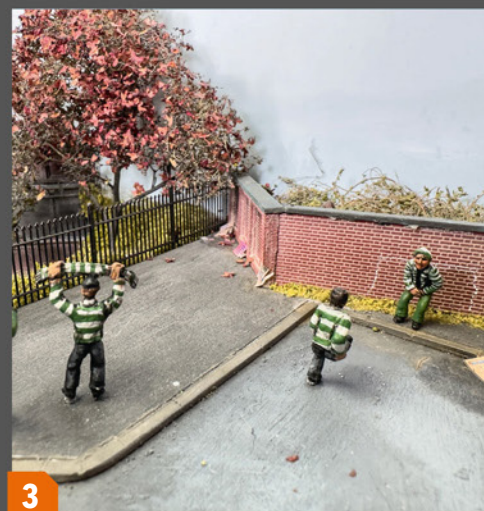
1

The Code 75 track has been tweaked to ensure the sleepers are spaced correctly.



2

The discarded items which have somehow found their way over the fence.



3

Nothing beats using a wall as a goal!



Above: The signal box is based on a type 16 structure at Bellgrove, which was built in 1960 as part of the electrification programme. This is present in conjunction with the CR signals, which are currently controlled from rotary and long-lever switches, although the group is moving to a full control panel with interlocked signals, which will replicate the operations of a traditional north Clydeside signal box.



Brewery has been situated there for almost 500 years now, and given that we have loosely modelled areas of both Bellgrove and Bridgeton stations, we needed another east-end name. Wellpark suited perfectly."

We have featured several of the SD&EG's layouts in the past, but 'Wellpark' was the group's first, taking it right back to its formation.

"The founding members of the group were all part of another model railway club, but with limited resources, that club wasn't able to satisfy our interest in modelling BR blue. We also wanted to model the finer details of a layout and incorporate sound, but that was met with some resistance, so we form the SD&EG. Without a club room, we started meeting in my garage with one baseboard, and the group has grown from there."



The group had layouts owned by its members such as 'Hazelbank' (GBMR2019) and 'Waddon Marsh' (MR321) but decided early on that it should have a layout that was built by the members as a group. 'Wellpark' rests on donated baseboards and after the east end of Glasgow was the agreed-upon location, Bellgrove station was a simple choice.

"The donated boards already contained a station with an island platform, a feature of Bellgrove. As we wanted to include as many local landmarks as we could, we agreed to have features of Bridgeton Cross, part of the Argyle Line which used to be the Caledonian Railway, as well as Bellgrove on the North Clyde Line. Plenty of local photographs were taken and discussions had about what to include, resulting ➤





8 The group did a lot of research to determine what graffiti would be suitable for Glasgow during this period. Naturally, this included plenty of football references. Appropriate bill posters were printed from online sources.



in the setting of an Old Firm Saturday, with local landmarks and locations well-known to each fanbase. Celtic Park is in the east end of Glasgow and the railway tends to be used by Celtic fans on a matchday, so there are plenty of figures in green and white in and around the station. Rangers fans mostly use the bus from the south of the city, so they are situated more around the road."

AERIAL ACCOMPLISHMENT

Determined to make 'Wellpark' as realistic as possible, the club employed the use of a drone to get the otherwise unobtainable shots of the former abattoir roof and other hard-to-reach places.

"Model railways are strange in that you often look down on them from above, rather than from a street level as we do in real life. There was no way of seeing what the remaining structures at Bellgrove looked like from above without using a drone and we wanted to get the features as accurate as possible. One element we could see was the use of a solid concrete slab track base to make cleaning easier, but the rest of the abattoir was not so forthcoming. With much of it no longer there we relied heavily on sketches from those members who remembered the details. An abattoir isn't the subject of many photographs."

Other structures were more straightforward, and the group's acquisition of a 3D printer opened up a world of possibilities.

"We got the printer around the same time that 'Wellpark' went to its first show in 2019, so we've been able to add more and better details as the years have gone on. The footbridge is based on the actual ➤



structure at Bellgrove, but we've scaled it to suit the layout with all the ironwork 3D-printed and supported with brass angle and mesh for the protective supports. The road overbridge, brewery pipework, station steps and signal box steps have also all come out of our own printer. Most other structures use card and mountboard as a base before being overlaid with decorated paper and some, such as the cattle sheds and platform arches, are all plastic card."

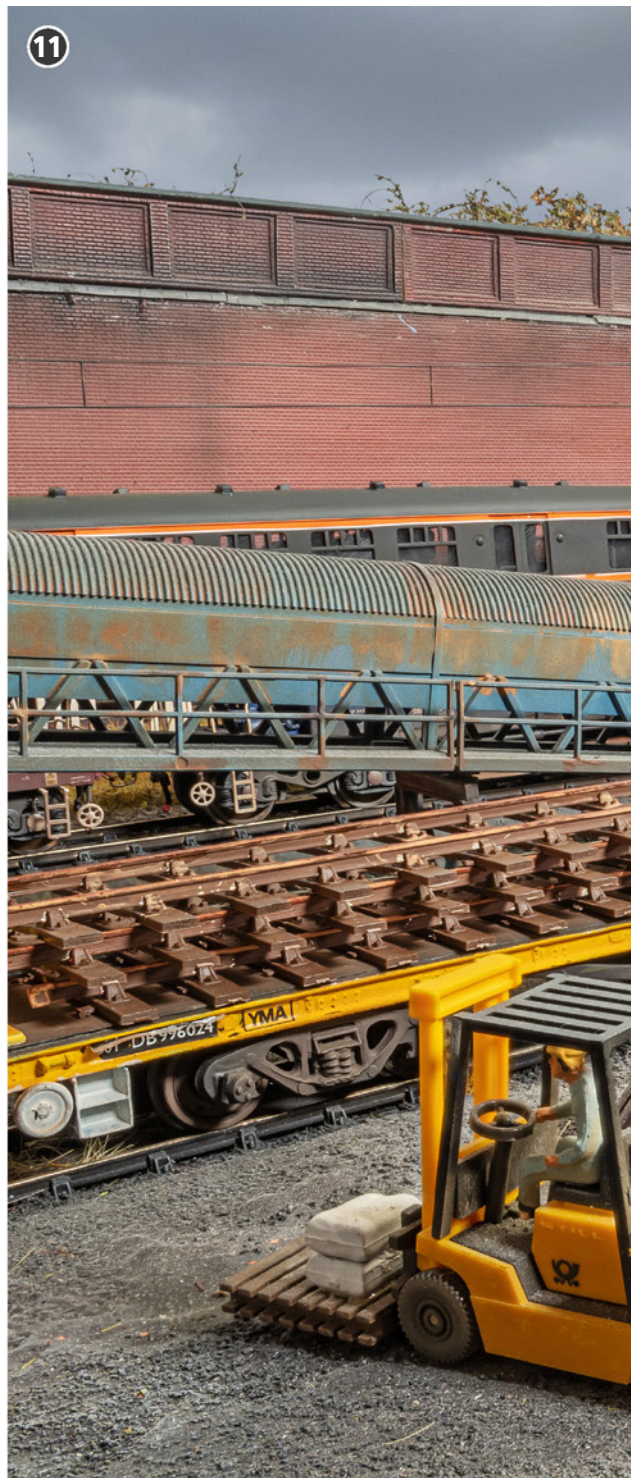
STAR OF THE SHOW

You won't see salt without pepper, Ant without Dec, or Glasgow without a number of Class 303s snaking their way through the city. One of the reasons the club built 'Wellpark' was to showcase the Class 303 in blue livery.

"The DC kits model is the signature stock for the layout. We had one part built by the late Andy Elliot and set out to acquire a few more, which wasn't easy. Now, we have seven in a range of liveries, all fitted with Legomanbiffo sound, so the trademark 'Dugga Dugga Dugga' sound of the compressor can be easily heard by the crowd. Other units available, depending on the period we're running at that point, are a Bratchell 318, a scratchbuilt Class 318 built by Cavan of Cavalex fame, a Bratchell 320, and we are dipping our toes into 3D-printed Class 334s as the next project."

The group can adjust the time period of 'Wellpark' ➤

All of the freight stock is presented to what the group call 'a minimum standard', including three-link couplings, additional detailing and weathering. The same is true for the coaching stock, and the group have worked hard to improve the running quality of all the stock to ensure flawless running at exhibitions. Sections of the overhead line equipment have been scratchbuilt from pieces of brass wire soldered together and combined with etched kits to create the final result.

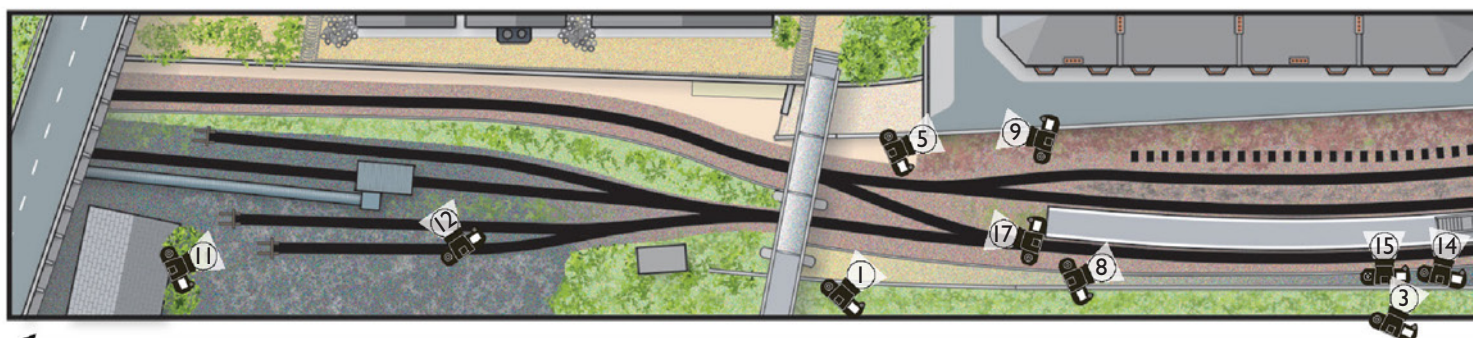




15



16



Artwork: Andrew Mackintosh

SEE THIS LAYOUT

'Wellpark' is in action at Model Rail Scotland on February 23-25 2025 and it is also available for future exhibitions. Contact Stephen Johnston: sdeg.co.uk@gmail.com

to suit anywhere between the 1970s and the 2000s, with the post-privatisation era being embraced during the time of our visit.

Naturally, as time progresses, the brewery sidings which would have taken plenty of coal and grain deliveries begin to become derelict and only used for storage, and electric running becomes the order of the day.

Attracting youngsters is the only way that this magnificent hobby of ours is going to continue, and to get them interested they have to see things they recognise and can relate to. The Scottish Diesel and Electric Group have done a great job of not only catering to their own desires but also recognising that the future is full of multiple units. Younger modellers need to see an era they are familiar with, something the group has achieved to great effect. Fortunately, we don't have the extreme levels of matchday violence we once did, but who else remembers painting a goal on a brick wall and having hours of fun with a kickabout? That is, until the kid whose ball it was had to go home for their tea... **MR**

FACTFILE: 'WELLPARK'

Gauge and scale: 4mm:1ft, 16.5mm gauge, 'OO'

Size: 29ft 6in by 1ft 9in

Track: Peco Code 75

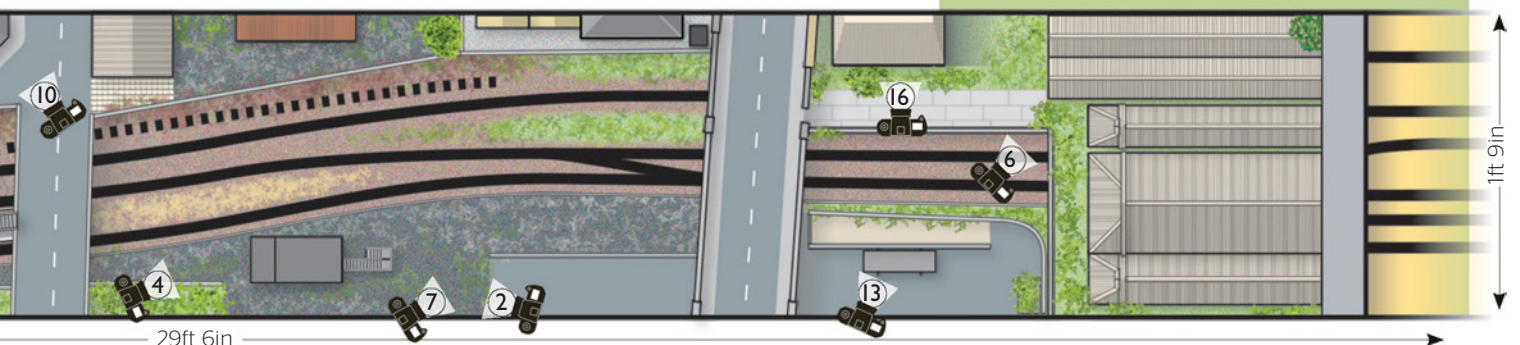
Power and control: DCC

Time to build: Seven years



ABOUT THE MODELLERS: THE SCOTTISH DIESEL & ELECTRIC GROUP

"We are a relatively new group, formed from individuals who share a common interest in diesel and electric traction. Our members come as far afield as Glasgow, Edinburgh, Borders, Morpeth, Nottingham and even Portugal."



Masterclass

Looking at railways in detail

MINI MARVELS

As one of the smallest British standard gauge locomotives ever built, Ruston's tiny four-wheel diesels have long been a source of fascination for modellers. **Ben Jones** discovers more about these cult industrial machines and their surprisingly long career.

It's tempting to think of internal combustion engine locomotives as a relatively recent development, but the world's first railway locomotive with an 'oil engine', as they were once called, was built by Priestman Brothers of Hull as far back as 1894.

This rudimentary four-wheel standard gauge vehicle had a vertically mounted twin-cylinder 12hp marine engine driving the wheels via a crankshaft and large flywheel. It was tested by the Hull & Barnsley Railway at Hull's Alexandra Dock although it was limited to hauling just one wagon – a forerunner of the thousands of small shunting locomotives that would be built for industry in the following century.

In the late 19th and early 20th centuries, oil engine locomotives were limited to small industrial and narrow gauge types, due to their low power. However, over the next two decades, as internal combustion engine

technology improved, the locomotives steadily increased in size and power.

Their development was accelerated by the necessities of the First World War,

which introduced petrol and diesel vehicles to the battlefield, including the famous Simplex field railway locomotives.

Throughout the 1920s, many machines were proposed and built, although they remained relatively small and low-powered by modern standards. However, they proved useful for narrow gauge, industrial and export applications.

“The remarkable longevity of the design hints at its popularity and versatility”

LEADING LIGHTS

A leader in this market was Lincolnshire engineering firm Ruston & Hornsby (R&H). R&H was founded in September 1918 as an amalgamation of two long-established Lincolnshire engineering companies – Ruston, Proctor of Lincoln and Grantham's Richard Hornsby & Sons. Both had played

Demonstrating the kind of work for which the 48DS was built, No. 224346 stands with a BR 16t mineral wagon within British Leyland's Coventry factory on October 27 1976. The unmarked locomotive was delivered to Morris Motors in March 1945 and still carries standard Ruston & Hornsby factory green.



a pioneering role in the development of internal combustion engines for industrial and agricultural use.

Ruston's started building oil engines in 1897, and by 1900 it was exporting all over the world. From 1933 onwards, the R&H product range expanded to include more powerful locomotives and a range of gauges, yet small shunting 'tractors' designed for industrial use remained at the core of its output.

Even as diesel engines became more powerful and more advanced for industrial and main line use, demand continued for basic, low-cost, low-powered, lightweight shunting locomotives that were easy to drive and maintain. Often these were used at

One of the final ten locomotives built, an immaculate No. 458957 of 1961 poses outside John Dewar's whisky warehouse in Perth on September 2 1993. Now preserved at the Caledonian Railway in Brechin, it is a fine example of a late 48DS with an enclosed cab and deep bufferbeam.
GORDON EDGAR





locations such as private factory sidings where only one or two wagons were moved at a time, or where the siding was served infrequently and larger, more expensive locomotives could not be justified.

Eventually, locomotives from 10hp to 410hp were produced, on gauges ranging from 2ft to 5ft 6in. By the time production ceased in 1969, more than 6,500 machines had been built, with customers including ICI, BR, the National Coal Board, Ministry of Defence, Ford Motor Company and countless collieries, quarries, power stations, steelworks and factories.

Of that total, 237 were built to the company's smallest standard gauge design – the 44/48hp type, later known as 48DS – between 1932 and 1967. Weighing in at just 7.5 tons and 11ft long, it was effectively the smallest standard gauge diesel on the UK market. The remarkable longevity of the design hints at its popularity and versatility, while its simplicity made it a success with those who had to drive and maintain it.

Before Ruston introduced its DS (diesel shunter – standard gauge) and DL (diesel locomotive – narrow gauge) classifications in 1941, all Ruston locomotives were classified by horsepower. The progenitor of the 48DS was the 44/48hp type.

FIRST OF MANY

The prototype for the 48DS design was works number 177530, a 44hp Lister-engined machine built in 1935. It followed the basic styling and mechanicals of Ruston narrow gauge locomotives, with the engine cover and radiator mounted on a widened chassis. A simple semi-enclosed cab was also fitted. No. 177530 was sold to food producer H.J. Heinz in 1936, being used at the company's factories at Willesden and Standish in Lancashire until 1962. It was scrapped ten years later.

Production of 44/48hp locomotives with Ruston engines started to appear in 1937, using a similar frame to the prototype but

with much neater bodywork and cab design that set them apart from their narrow gauge cousins. According to David R. Hall's history of the type (*The Ruston Class 48DS & 88DS Locomotives*, Gary Goose Publications) the first 'true' 44/48hp type was works number 182148 of January 1937, sold to H. Newsum & Sons, a Lincoln joinery company. This locomotive set the template for a product which, with minor styling improvements, continued to be built until 1967.

Early customers for the type included Wiltshire United Dairies at Chard Junction in Somerset, ironmakers Stewarts & Lloyds in Staffordshire, ICI in Lanarkshire and Edmund Nuttall, contractors for the Devonport Admiralty Dockyard project in Plymouth.

In late 1939/early 1940, an improved cab design was introduced, featuring a steam locomotive-style opening at each side. Around the same time, some locomotives started to be delivered with larger 2ft 6in ➤



Above: Among the last active locomotives were a pair owned by civil engineering contractor Grant, Lyon & Eagre Ltd. On April 14 1992, 48DS No. 294269 (built 1951) and No. 200793 are surrounded by track maintenance equipment at their Scunthorpe base. No. 200793's modern cab is deceptive - it was built in 1940 with an open cab and pre-dates the 48DS classification. GORDON EDGAR

Top: The tiny 48DS was commonly found in rail-served scrapyards, although it was often difficult to tell whether they were operational or awaiting the cutter's torch. This mid-1980s view shows how the design progressed. At the rear is an earlier machine with open cab, the light green locomotive has an enclosed cab while at the front is a machine with post-1956 deep bufferbeam and enclosed cab. GORDON EDGAR

diameter wheels, as opposed to the original 2ft 3in. The larger wheels quickly became the standard, as did stronger buffers with thicker, parallel shanks.

Construction continued unabated throughout the Second World War, with customers including Rolls-Royce, Metropolitan-Vickers, Morris Motors, Ford Motor Company, the Admiralty, Ministry of Supply (MoS), Royal Ordnance factories and the Air Ministry. In the buildup to D-Day, works number 221647 of August 1943 was supplied via the MoS to the huge United States Army Transportation Corps fuel depot at Highbridge in Somerset.

Nos. 224345/348 of 1945 were also built for the MoS and supplied to the War Department for the Longmoor Military Railway in Hampshire. However, only 807 *Caen* is confirmed as having worked at the LMR. Ten other 48DS locomotives (800-6/808/809/813/814) worked at Army sites, including Long Marston in Warwickshire, Shoeburyness in Essex and the Royal Ordnance depot at Weedon. Of those, 809 was named *PLUTO* after the famous Second World War 'Pipe Line Under The Ocean' which supplied fuel to Allied forces in France after D-Day in June 1944.



POST-WAR DEVELOPMENTS

In 1946 the 48DS was further improved. Ruston's own 4VRO four-cylinder, four-stroke diesel engine was replaced by the faster running 4VRH type. A more obvious external change was the introduction of a fully enclosed and glazed driving cab from 1949, not to mention the added luxury of a cab heater, providing a more comfortable environment for the driver than the previous open-sided design. Post-war, the painted Ruston crests applied to cabsides were replaced by a cast 'RUSTON' plate above the radiator grille. Towards the end of 48DS production the original bufferbeam arrangement was replaced by a deeper design in 1956 and from 1957, the all-new 4YC engine replaced the 4VRH type.

In common with other industrial designs, the 44/48hp and 48DS locomotives could be supplied with a wide range of customer-specified modifications and equipment, from dumb buffers and oil or electric lamps to special height cabs or a double-skinned roof for hot climates. Other locomotives were delivered with 'knuckle' couplers, spark arresting equipment and standard 1ft or larger 2ft diameter buffers.

Later ad hoc modifications carried out by



owners add a further layer of complication, to the extent that almost no two surviving locomotives are the same.

HOME AND AWAY

Customer options expanded to include the 48DSN narrow gauge, 48DSM metre gauge and 48DSW broad gauge variants for the export market. Numerous examples of the 48DSW were built to 5ft 6in gauge for India, Pakistan and Spain between 1946 and 1963, while 48DSMs were delivered to customers in Burma, Argentina and Malaya. Export sales also included 3ft 6in gauge locomotives for Mozambique, Zambia, Nigeria, South Africa and New Zealand, a quintet of 4ft gauge 48DSNs for the Tharsis Sulphur & Copper Co. in Huelva, southern Spain, a 5ft 3in gauge locomotive for Brazil and standard gauge machines for the Netherlands, Belgium, Australia and the Suez Canal Authority in the United Arab Republic. The penultimate 48DS delivery (No. 499518) was to a shunting co-operative in Valby, near Copenhagen, Denmark in April 1965. Estimates vary, but around 47 locomotives were exported, largely to Commonwealth countries or companies with strong British links.

Just three locomotives for UK customers were built to non-standard gauges and remarkably they were delivered consecutively in 1958 (see panel for separate story). In February of that year, No. 411322 was delivered to British Railways, numbered ED10, to replace steam on the 3ft gauge system at Beeston Sleeper Works, near Nottingham.

Although its life with BR was short, No. 411322 enjoyed one of the most colourful careers of any 48DS. In 1965 it was sold to engineering company T.W. Ward and the following year switched to Cleveland Bridge & Engineering Co., which used it to move huge box girders during the construction of the M1 Tinsley Viaduct in Sheffield. No. 411322 retained its 3ft gauge, but the wagons used to move the pre-fabricated girders along the edge of the lower deck were built to a unique 5ft 2½in gauge.

Once its work at Tinsley was complete, the locomotive was sold to engineering contractor Shephard Hill and by May 1973 it had been

British Railways had just two examples of the 48DS design – 3ft gauge ED10 and standard gauge DS1169, which was obtained second-hand in 1948 and initially used for sea defence work at Folkestone Warren. With the famous white cliffs in the background, the latter waits for its next duty in June 1954. Between 1962 and 1972 it was based at Yeovil Junction. GORDON EDGAR COLLECTION

acquired by the Tracked Hovercraft Co. and fitted with rubber tyres for use on an experimental 'Hovertrain' test track at Earith in Cambridgeshire. When this project was abandoned in 1975, No. 411322 was sold again and it has since been converted to metre gauge. It is now preserved at the Irchester Narrow Gauge Railway Museum in Northamptonshire.

Although the 48DS was too small for the more demanding requirements of main line railways, the fledgling British Railways did acquire one example in December 1948. No. 237932, one of a pair built for the Bristol Aeroplane Co. in 1946, was sold to BR Southern Region and became departmental locomotive DS1169. It was used for sea defence works at Folkestone Warren permanent way (PW) Yard until 1962 and then transferred to PW duties at Yeovil Junction, where it survived until 1972. It was finally cut up at George Cohen's scrapyard near Kettering in July 1973.

The Ruston Class 48DS & 88DS Locomotives by David R. Hall gives a full list of 48DS construction and their original customers, but frequent changes of ownership – not uncommon for small industrial locomotives – means that there's much more to the story than that. Indeed, 48DS users were much more varied than you might expect; from military and engineering contractors to chocolate factories, distilleries, foundries and coal merchants.

SHIFTING DEMANDS

By the 1960s, changes in industrial practices and the decline of traditional wagonload goods meant that demand for very small locomotives slowed to a trickle. Between 1961 and 1967 Ruston sold just ten 48DS locomotives. With road vehicles preferred for many of the duties they performed, such as moving materials within large industrial



Above: Although designed as a standard gauge product, Ruston could supply the 48DS in any gauge from 3ft 0in to 5ft 6in. Probably the most bizarre use for the type was as part of the Tracked Hovercraft Company's experimental 'Hovertrain' project in the early 1970s. Former BR 3ft gauge ED10, fitted with rubber tyres, stands on the concrete test track in Cambridgeshire with a couple of modified Austin Champ vehicles on September 17 1972. GORDON EDGAR



Left: In typically battered condition, No. 235517 'Chatsworth' poses with an F.C. Hibberd 'Planet' 4w diesel – a direct competitor to the Ruston product – at Procor Railcar Services' wagon repair yard in Wellingborough in the early 1980s. GORDON EDGAR COLLECTION

sites, or factories closing for good, the need for such locomotives collapsed dramatically.

The final example was No. 525920 for the Duport steelworks in Llanelli, South Wales, which rolled out of the factory on October 24 1967.

However, isolated examples continued to work throughout the 1970s and 1980s – even into the 1990s in a few cases. Notable late

survivors included No. 458957, built for John Dewar's Distillery in Perth in 1961 and kept in working order for shunting the company's private sidings until at least 1993.

Continuing the long tradition of railway civil engineering contractors using small shunting locomotives for temporary postings, Grant, Lyon & Eagre Ltd (later part of British Steel) employed two machines throughout the

1990s, including during construction of the Docklands Light Railway in London.

Heavily rebuilt 44/48hp type No. 200793 (built for Old Mills Collieries in Radstock, Somerset in 1940) and 48DS No. 294269 of 1951 (built for National Titanium Pigments of Stallingborough, Lincolnshire) were based in Scunthorpe between contracts. Both were out of use by 2003, and No. 200793 is now preserved at the West Somerset Railway.

Around 40 locomotives survive today, ranging in condition from completely dismantled to pristine condition. Unfortunately, their small size, low power and lack of train braking equipment means that



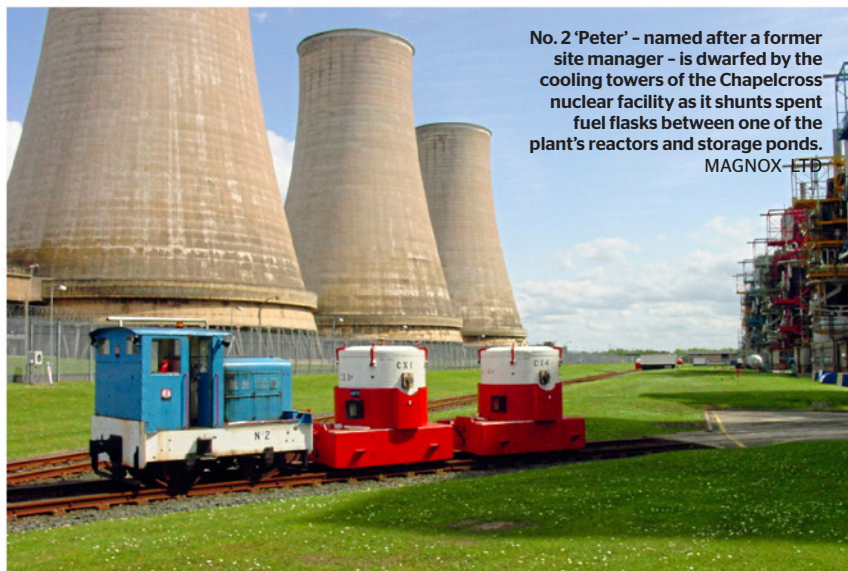
most heritage railways have little use for them, and many are stored out of use.

However, there are notable exceptions including No. 207103 'Imp', recently restored to working condition at Rocks by Rail in Rutland and No. 294266 Sir William at the Mid-Suffolk Light Railway. Previously part of the late Sir William McAlpine's collection, it is now the star of the 'Lawrie Goes Loco' YouTube videos, produced by its current owner Lawrie Rose. Also notable is the Strathspey Railway's superb 'Queen Anne' (No. 265618), which carries an elaborate livery advertising an Edinburgh whisky company.

Like many industrial types, even those machines in working order largely live in the shadow of their larger main line cousins, acting as occasional yard pilots or an economical option for visitor experiences such as 'Driver for a Fiver'.

However, the advent of attractively priced ready-to-run models in 'OO' gauge (Hornby) and, from 2024, in 'O' gauge from Heljan has once again revived a wider interest in these special little machines, providing a living reminder of a lost world of traditional industries and their internal railways.

● Thanks to Lawrie Rose, Gordon Edgar, Magnox Ltd and Christopher Johnson for their invaluable assistance in compiling this feature.



No. 2 'Peter' - named after a former site manager - is dwarfed by the cooling towers of the Chapelcross nuclear facility as it shunts spent fuel flasks between one of the plant's reactors and storage ponds.
MAGNOX LTD

TOP SECRET: NUCLEAR '48S'

In July 1958, two special '48DS' locomotives - Nos. 411320/321 - were completed for Strachan & Henshaw Ltd on behalf of the UK Atomic Energy Authority (UKAEA). They were numbered 1 and 2 and built to a unique 5ft 4in gauge to move bespoke 'coffin' waste containers and flasks loaded with spent nuclear fuel from the reactor plant at Chapelcross Power Station near Annan in southern Scotland.

Fitted with central 'knuckle' type couplers rather than conventional couplings and buffers, No. 1 'Jim' is painted green and No. 2 'Peter' is blue/grey. They are likely to have been the last 48DSs in active service, but tight security means that they were among the most secretive locomotives in the country.

Like its sister plant, Calder Hall in Cumbria (better known as part of the Sellafield complex), Chapelcross was built to produce weapons-grade

plutonium for the UK's nuclear weapons programme, but also supplied power to the National Grid.

The facility was decommissioned in 2004 but the pair remained on site to assist with the removal of radioactive material, although that work has now ceased. Site operator Magnox Ltd told *Model Rail*: "Jim and Peter have not been used for several years and there is currently no plan for further utilisation, nor for final disposal. There is a possibility, as the locomotives were used for transportation of spent fuel and other reactor components, that they have some surface radiological contamination, and they will be subject to assessment and re-mediation before their final disposition is determined." Although all nuclear fuel has now been removed from the site and most of the buildings have been demolished, clearance work is not expected to be completed until the 2090s!



The wider 5ft 4in gauge used at Chapelcross is evident in this view of No. 2 'Peter' shunting spent fuel flasks. Also noticeable are the locomotive's wider underframe and knuckle coupler.
MAGNOX LTD



HOW TO

CUSTOMISE YOUR RUSTON 48DS

George Dent hand-paints one of Heljan's superb little Ruston diesels into a new colour scheme, improvising detailing parts and adding a footplate crew.

Heljan's 'O' gauge Ruston & Hornsby 48DS is such a cute little thing and, with such an attractive price, they're proving popular with

modellers who already model in 7mm scale and those wanting to give it a try.

I still count myself as a dabbler in all things 'O' gauge but, for the past couple of years, I've been amassing stock, track and accessories for a small 7mm scale layout. Heljan's model has certainly given me a push towards bringing my plans to reality.

As reviewed in detail in last month's issue, the Heljan model has a huge amount of customisation potential. Like most industrial locomotive types, the 48DS lends itself to freelance modelling, so I decided to repaint my example into a more fetching colour and give it a name and number.

Circumstances dictated that this project would have to be quick and easy so, after a little thought, I decided to simply hand-paint



MODEL Heljan 9035 Ruston & Hornsby 48DS ♦ Price £199.00

AVAILABILITY Heljan stockists | Web: www.heljan.co.uk



8 hrs



the model in its new colour. Spraying with an airbrush or aerosol would demand a degree of disassembly and/or the hassle of masking various areas, but hand-brushing would require none of this.

Naturally, it's not easy to get a nice even finish by hand, especially with acrylic paints, which can start drying while you're still spreading them on the surface. Visible brush strokes are inevitable, but they can at least be minimised by some careful abrading with fine sanding pads. It took a couple of coats to build up an even coating and, after another gentle rub-down and a spray with a clear gloss coating, it looked so much better.

Owing to the diminutive nature of the 48DS, I found that 'OO' gauge etched number and name plates looked very much at home on

the cab sides. Ironically, they'd probably overwhelm Hornby's delightful 'OO' version!

These names were custom-made for me some years back by Peter Harvey, for my freelance colliery traction fleet. With my proposed 'O' gauge project also due to have a coal theme, I opted for the *Hetty Pit* plates, which commemorate one of the four pits of the Great Western Colliery, near Pontypridd.

Providing a source for the GWR's locomotive coal, the shaft was sunk in the 1870s and the pit remained operational until 1983. Several key structures remain at the site.

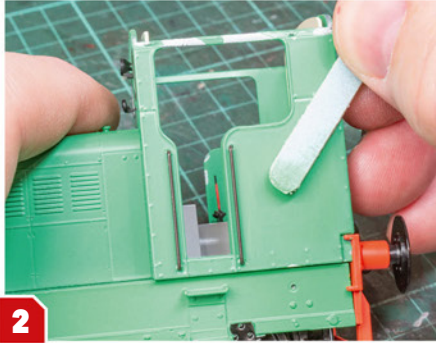
With the addition of a footplate crew and a few simple, homemade details, the 48DS is now ready for service. I think it suits its new colour scheme and I'm looking forward to the day when it can start work in earnest.

STEP BY STEP



1

I was going to need access to the cab interior, so a scalpel was run carefully along the glue joint to weaken the bond before gently prising the roof away. Apart from a few chipped areas of paint, no damage occurred.



2

As well as rubbing down the chipped paint along the top edges, I flattened the cab sides, removing the printed number panels (or they'll show through the new paint). Fine sanding pads were used, lubricated with water.



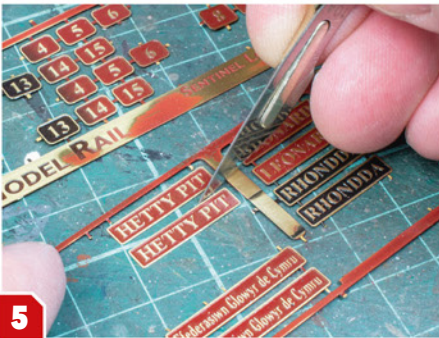
3

After cleaning the bodyshell of debris and oil, the new colour was applied. As acrylic paint dries quickly, I couldn't hang around, ensuring the paint was spread evenly. Using enamel paint would offer more working time.



4

The running plate and cab floor were painted dark grey and the inner cab sides light cream, to match the rest of the interior. The initial coats were patchy so, after a few hours and a light rub down, second coats were applied.



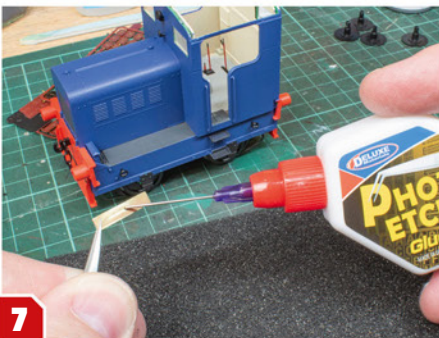
5

To add character, I opted to give the loco a name and new number. I commissioned these fictional etched plates from PH Designs some time ago, for 'OO' projects, but they looked perfect for this tiny 'O' gauge locomotive.



6

After cutting the chosen plates from the fret with a sharp knife, the edges were dressed gently with a flat needle file. To improve adhesion of the glue, I roughed up the rear face of the brass with a coarse sanding pad.



7

Deluxe Materials Photo Etch glue is ideal for fitting name and number plates. Using the supplied precision applicator tip (peel back the rear label to reveal it), a thin bead of glue was applied to the rear of the plate.



8

The glue is immediately tacky, but allows plenty of time for adjustments. Once satisfied that the plates are aligned correctly, I set the model aside for about 15 minutes to dry, before turning it over and treating the other side.

What you will need

SHOPPING LIST

- ◆ Modelu 11218 Quarry Hunslet Crew Pack 2
Price: £12.95
Web: www.modelu3d.co.uk
- ◆ Custom order etched name and numberplates
Price: £POA
Web: www.phd-design-etchings.co.uk
- ◆ Springside 7MM27B GWR tail lamps
Price: £10.20
Web: www.wizardmodels.ltd
- ◆ Deluxe Materials Photo Etch glue
Price: £8.00
Web: www.deluxematerials.co.uk
- ◆ LifeColor acrylic paints and thinners, airbrushes and equipment
Web: www.airbrushes.com
- ◆ Vallejo 71.362 Airbrush Flow Improver
Price: £3.75
Web: www.scalemodelshop.co.uk

TOOLS

- ◆ Modelling knife and spare blades
- ◆ Tweezers
- ◆ Nippers
- ◆ Drill and bits
- ◆ Sanding pads
- ◆ Needle files
- ◆ Paintbrushes
- ◆ Airbrush and equipment (optional)



9

Any excess glue that may squeeze out from under the plates can be removed with a damp cotton swab before it dries, taking care not to knock the plates out of alignment.

Masterclass

10 To give the new paint a more convincing sheen – and to help seal the etched plates further – a coat of clear gloss was required. As the glazing is not easy to remove, I masked it with Model Craft masking putty.



11 The putty adheres to the surface well and can be shaped with a cocktail stick. After a light spray of clear gloss, the putty was removed. I tried to keep the clear coat away from the wheels as much as possible.



12 While the gloss coat hardened, I turned my attention to a footplate crew. This 3D-printed set from Modelu required the support framework to be cut away, so a set of GodHand fine nippers proved ideal (see page 31).



13 Once free of the framework, any remaining imperfections were scraped away with a fresh scalpel blade before the figures were given a rub with an old toothbrush to remove any debris.



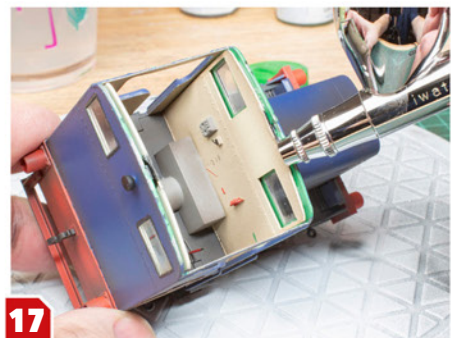
14 Placed on small strips of strong double-sided carpet tape, the figures were first sprayed with a brown primer before painting with acrylic paints, using various shades of each colour to bring out the highlights and shades.



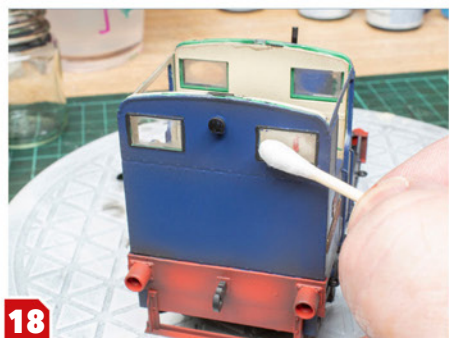
15 A light misting of a dirty brown/black acrylic (I used LifeColor UA736 Burned Black), from an airbrush, adds a suitably careworn appearance. Furthermore, the matt weathering paint contrasts nicely with the gloss paintwork below.



16 The LifeColor paint was thinned ever-so-slightly with the same brand's thinners, while a few drops of Vallejo Airbrush Flow Improver slowed the drying time slightly, thus helping the paint move through the airbrush more effectively.



17 The cab interior was also misted with the weathering shade, especially over the floor. The flow of paint from the airbrush was kept to a super-fine mist at all times to avoid overdoing things (air pressure was set to around 18psi).



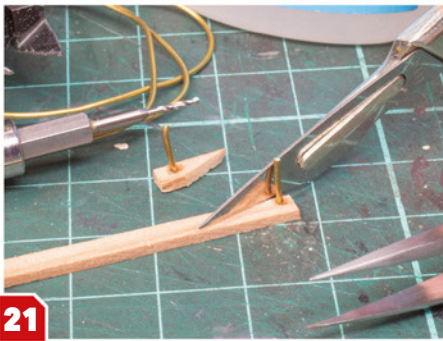
18 The acrylic paint doesn't stick to clear glazing that well, so it's easy to wipe the windows clean with a dry cotton swab, both inside and outside. I kept a bit of paint around the edges, to mimic haphazard cleaning by the crew.



19 The Model Craft Masking Putty is useful for holding the bufferheads while painting the inner and outer faces. For the latter, the centres were dabbed with matt black acrylic to mimic grease, in between layers of weathering shade.



20 With the weathering paint dry, final assembly could get under way, starting with the footplate crew. A 48DS only needs one operative, but I added both figures to provide more interest, each looking in opposite directions.



21

When the glue holding the crew had set, the roof was reattached with a thin bead of PVA glue (to ease removal in the future). While that cured, I made a set of wheel chocks from wood strip, with brass wire glued into drilled holes.



22

After giving the wheel chocks a grimy look (dry-brushing with dark brown/black acrylics), they were glued to the running plate, beside a GWR oil tail lamp from the Springside range, which had also been weathered slightly.



23

Also improvised from hardwood strip and wire (copper wire this time – as it's easier to shape) was a shunter's pole. The wood was whittled and sanded to a roughly round profile and the wire glued into a hole drilled in one end.

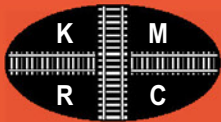


24

When the glue had set, the curved wire hook was trimmed and the tool painted and weathered before it was glued in place. These devices helped crew operate the couplings without having to climb between vehicles.

25 The locomotive's wheels were given a clean to remove any errant traces of paint before the 48DS was deemed fit to enter service. This proved to be a highly enjoyable project, giving a lovely little model even more character.





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HOW TO

CREATE A UNIQUE WATER TOWER

Recalling an unusual structure seen at Salisbury in the 1980s, **Chris Nevard** set about customising a popular plastic kit to create an eye-catching addition to the lineside.

00
GAUGE



7 hrs



The popular Ratio Square Water Tower kit (ref. 506) has been around for as long as I can remember. I don't know if it's based on an actual prototype, but it certainly looks the part, and with a footprint of just 50mm by 75mm it can easily be squeezed into the smallest of spaces, making it ideal for more modest layouts.

The down side of popular kits is that they tend to be seen on many layouts, so I thought I'd have a go at making it more individual. Also, the top of the open water tank is very fiddly to construct as well as rather delicate and easily damaged. Thoughts therefore turned to making a simple roof to cover the tank and I was reminded of a photograph

I took at Salisbury, back in the 1980s when I was a photography student living there. Having unearthed the image, there it was – an unusual water tower with a peaked roof on top. As the saying goes, there's a prototype for everything!

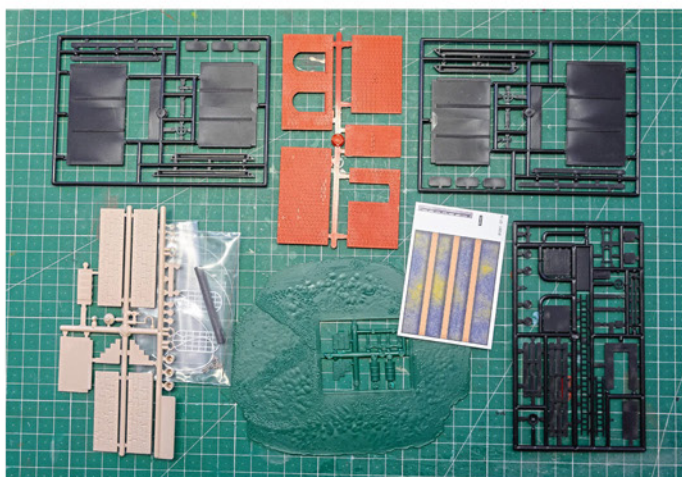
The Ratio Square Water Tower is a cracking kit, and with a simple modification can be personalised to create something a little different. It's also a good stepping stone for those of you who, in due course, wish to move on to scratchbuilding structures, as the kit offers plenty of learnings in terms of kit assembly and customisation skills.



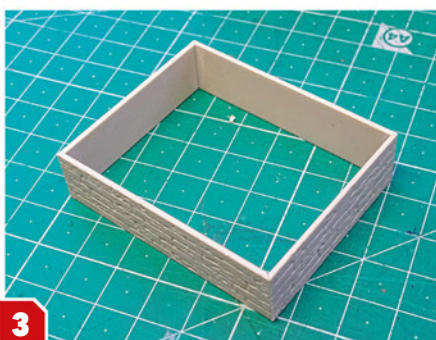
Class 56 56044 hauls a rake of PTA aggregate tipplers away from Salisbury, passing an unusual water tower – the inspiration behind Chris' model.
CHRIS NEVARD

STEP BY STEP

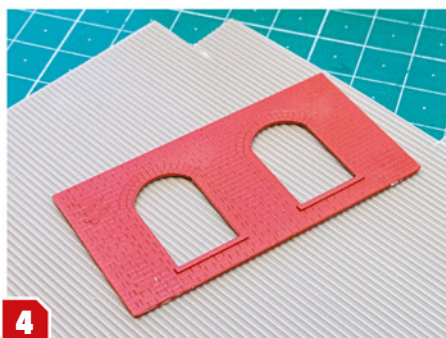
1 Opening the clear carton, this is what you get. It's worth spreading everything out to see what you've got. The instructions are very comprehensive but, before assembling each section, it's worth running a nail file over the mouldings to remove any flash.



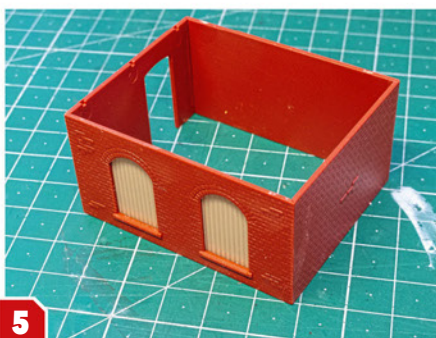
2 To get the ball rolling, I started by assembling the steps, which are made up from three sections, test-fitting and fettling the parts until they mated neatly. Plastic Magic liquid cement was applied using the brush located in the lid.



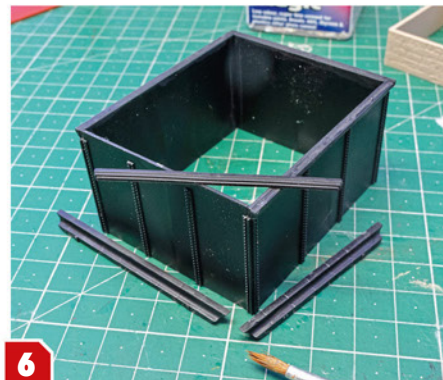
3 The lower wall followed, working on a flat surface to ensure the four sections were aligned. Holding two sections together, the cement was brushed along the inside of the joint. The other sections can be also added.



4 Rather than use the supplied plastic glazing, I decided to blank off the windows from the inside using some corrugated plastic card. After cutting the sheet to a size slightly smaller than the wall section, it was bonded to the rear face.



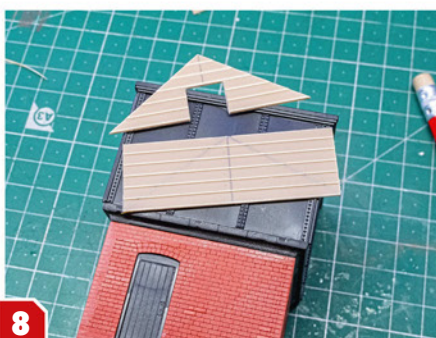
5 The sections of brick wall were then made up, again working on a flat surface and bonding two sections initially. Once the cement has 'grabbed' the parts, the others were bonded to form the four walls.



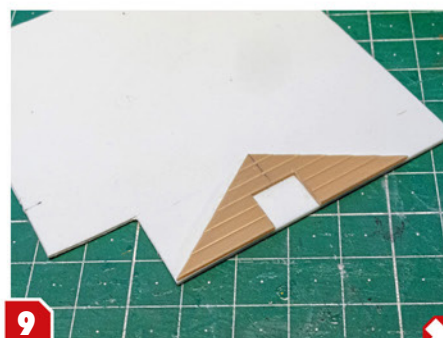
6 The walls of the water tank and the lower plinth sections were erected in the same way. It's worth spending a little time fettling the corner joints with a flat file and test-fitting the parts to gain the neatest possible bonds.



7 Once the three tiers were strong enough to handle (but still slightly pliable), they were bonded to each other, ensuring everything was straight and the corners square. The liquid cement was applied to the interior for neatness.



8 This is where we depart from the instructions and go our own scary way into a little bit of scratchbuilding in the form of a pitched roof. For the ends, I used shiplap Plastikard, with the gable ends cut and tested for fit.



9 The embossed plastic sheet needs reinforcement, so I laminated the ends by cutting some plain 1mm thick plastic sheet, using outer faces as a template for accurate marking-out and cutting with a model knife.

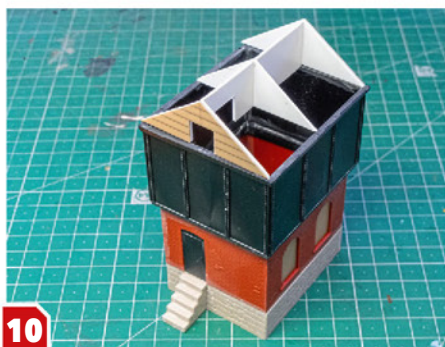
What you will need

SHOPPING LIST

- ◆ Ratio 506 Square Water Tower kit
Price: £26.95
Availability: Peco stockists
Web: www.peco-uk.com
- ◆ Slater's Plastikard 1mm plain plastic sheet • 0452 shiplap plastic sheet
• 4mm scale corrugated plastic sheet
Availability: Model shops
- ◆ Grey, red oxide, filler (yellow) primers and matt black aerosols
Availability: Halfords stores
Web: www.halfords.com
- ◆ Deluxe Materials Plastic Magic liquid poly cement • Roket Hot cyano glue
Availability: Model shops or Gaugemaster
Web: www.gaugemasterretail.com

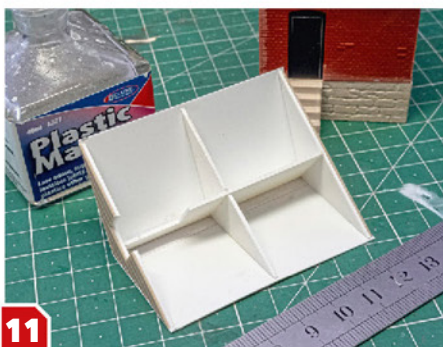
TOOLS

- ◆ Scalpel or hobby craft knife, spare blades
- ◆ Needle file or disposable nail file
- ◆ Metal ruler
- ◆ Paper masking tape
- ◆ Cutting mat
- ◆ Paintbrushes



10

The plain plastic card was also used to create an internal framework to support the gable ends and roof. This will add plenty of strength, protecting against warping in future. The framework hasn't been glued to the tank yet.



11

The roof panels were also cut from the 1mm plastic sheet and bonded to the framework, flooding the joints with the liquid styrene solvent. Check that everything is aligned correctly before allowing the bonds to harden.



12

With the pitched roof assembly installed to the tank, I added corrugated plastic sheet to the exterior, along with a set of bargeboards, ridge strip and a set of finials, all cut from plain plastic sheet.



13

The smaller details could now be added. The supplied ladder looks quite good once installed, though in real life only the bold would want to climb such a long way up, I imagine.



14

The kit is supplied with a short length of plastic tubing for the filling 'bag', but it looked too solid to me. I decided to use a little rolled up masking tape, noting that these often appear slightly flattened when not in use.



15

Time for painting! I used a quartet of Halfords aerosol paints - matt black, grey primer, red primer and filler primer (yellow ochre) - to produce a generic weathered appearance.



16

I usually start with a light overall coat of the matt black, followed by misting on other colours. The yellow ochre filler primer gives a lovely fresh rusty look, especially on top of the red oxide primer. Work outdoors, if possible, on a still, dry day, and wear a facemask to avoid inhaling the nasty fumes. I spray the paint from 2-3 feet away, this gives the model a slight texture which makes a great base for dry-brushing. Allow the paint to dry overnight.



17



18



19

20 Next up the brickwork gets my attention. Most paints will do just fine for this, in this instance I used cheap artists' acrylic. The trick is to randomly apply a mix of reds, browns and yellow but not too thickly. Brick varies a lot in colour depending on where you are, so research is key. I didn't want to overstate the cement rendering, noting that on many industrial buildings it's usually dark owing to decades of pollution. Bright rendering is often an example of modellers copying other modellers rather than looking at the real world. But if you want to, diluted beige matt emulsion does the trick.



21

The lower section of the water tower represents stone. I dry-brushed some beige and light grey household matt emulsion from some tester pots. Note the dry-brushing allows the dark primers to show through. Like brick, stone varies from region to region, so don't copy my colours, observe the real world for your inspiration.



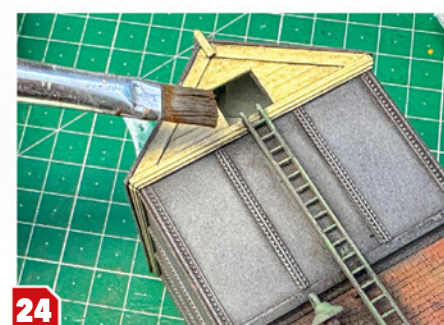
22

Dry-brushing was also used for the metal water tank. Dry-brushing involves dipping your paint brush in your chosen colour, then wiping most of it off onto kitchen towel. Flat brushes tend to work best for this.



23

For the water tank, I used a slate grey Humbrol matt enamel. Enamel is the best when you want a nice smooth, almost airbrushed look. And because the paint takes time to dry, you can work it for longer than with emulsion or acrylic.



24

Diluted matt black emulsion was used to 'grub up' the cream wooden areas. You can dab it with some kitchen tissue to remove it from the raised areas while leaving the grime in the recesses.





HOW TO

MAKE A VIDEO SURVEY VEHICLE

A big fan of Class 153 diesel railcars, **Chris Leigh** converts a Hornby model into the latest guise for several of the class, a video survey vehicle for Network Rail.

Like me, Network Rail seems to be a big fan of single-unit railcars. It probably began with Class 121 No. W55025 which, when withdrawn from passenger service, was converted to a video service vehicle for Balfour Beatty. In this form it toured the UK rail system filming track and infrastructure to provide a live, continuous, up-to-the-minute log of the condition of railway routes and infrastructure. When the Class 121 became life-expired, Network Rail sought a replacement and, as the 1980s-built Class 153s were reaching the end of their passenger service careers, one of them was the natural choice for a replacement vehicle.

Among the problems for the 40-year-old Class 153s was legislation which required trains to be accessible by Persons of Reduced Mobility (PRM). This includes suitable designs of doors, doorways, aisles and - most significantly - on-board toilets. Operators were generally reluctant to spend money updating the 153s, which were, by now, over 30 years old. Transport for Wales is the only operator to have converted 15 of its fleet to be PRM-compliant as Class 153/3, while nine have been renumbered in the 153/9 series as non-compliant. A further six are classified 153/5, apparently, as their future is undecided.

ScotRail has five Class 153s converted with cycle storage racks replacing most of the

100 GAUGE MODEL Hornby Class 153
• Price £152.49

AVAILABILITY
Hornby stockists

6 hrs



seats. These are used mainly on the West Highland line, running with Class 156 units.

Four Class 153s have been acquired by Network Rail for conversion to Video Survey Vehicles and it was a picture of the first of these, No. 153 376, which led me to convert a Hornby model. I have a collection of around half a dozen Hornby Class 153s. The model has its faults but it is a considerable improvement over my first efforts to create 153s by adapting Dapol Class 155s with my own cast whitmetal conversion parts.

Following a week spent in an Airbnb at Bucknell station in 2023, I wanted a souvenir TfW Class 153. My first effort was a repaint in red and grey with homemade transfers as a 153/9. Next, I created a PRM-compliant Class 153, adapting the exterior with some blanked-out windows and the interior with some seats replaced by an accessible toilet.

Then, I bought a colour slide of 153 376 in pale blue as the first Network Rail Class 153 video survey vehicle and I took the Hornby model conversion a stage further, to create a Class 153 which would be at home on any layout representing present railway practice.

At first I contemplated making it an actual video vehicle by installing one of those tiny

fibre-optic cameras. However, it soon became clear that fitting a real camera would involve too much hacking of the model and I was not sure I had the technical skills to set it all up. So I settled for dummy cameras and a model which looks the part.

What you will need

SHOPPING LIST

♦ Railtec waterslide decals set 2915
Availability: www.railtec-models.com
Price: £6.90

♦ Evergreen Styrene strip and rod
Availability: <https://evergreenscalemodels.com/>

♦ Humbrol Maskol
Availability: Craft and hobby stores

TOOLS

- ♦ Liquid polystyrene cement
- ♦ Razor saw
- ♦ Lining pen
- ♦ Steel rule



STEP BY STEP



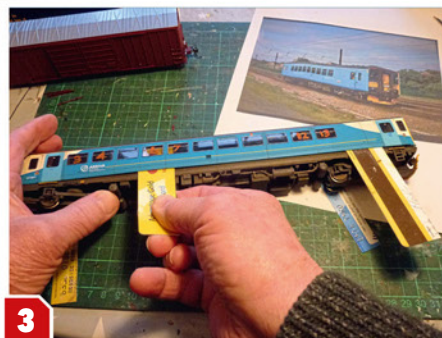
1

It is important to mark the windows which will need to be modified. I numbered them from the left using a contrasting paint colour. They will need to be returned to the same locations.



2

Both sides were treated in the same way, although it took a while to locate a picture of the other side of the vehicle. The numbered windows will need to have their frame detail removed.



3

Next, I removed the bodyshell from the chassis using strips of old credit cards. Avoid metal tools for this job as one slip can damage the model.



4

With the chassis set aside, I next removed the window glazing by firmly but gently pressing the glazing from the outside. A flat wooden coffee stirrer helps to spread the pressure evenly.



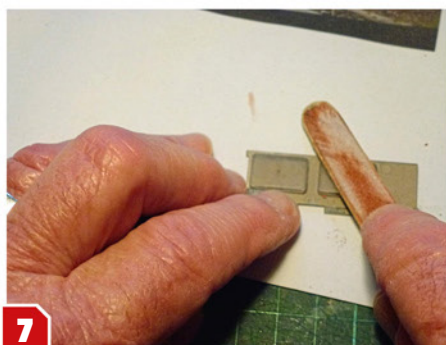
5

The glazing is glued in place and some windows proved stubborn to press out. Pressing with the flat, smooth handle of a Swann-Morton craft knife was enough to break the adhesive.

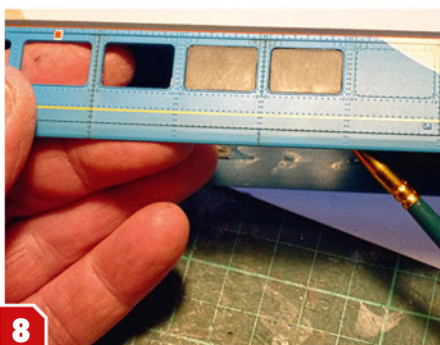


6

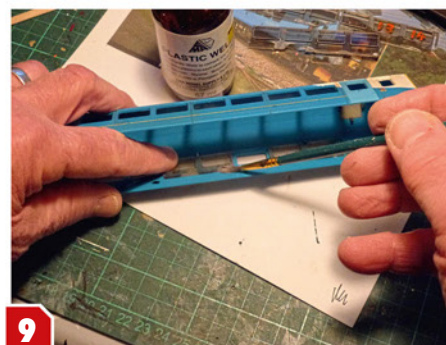
All the window frame detail needs to be filed off the numbered windows. Make a mental note or mark the number in pencil so that the window is refitted in the right place.



7 To smooth away the last remnants of the frame and obtain an even finish for paint across the former window, I used the finer side of an emery board.



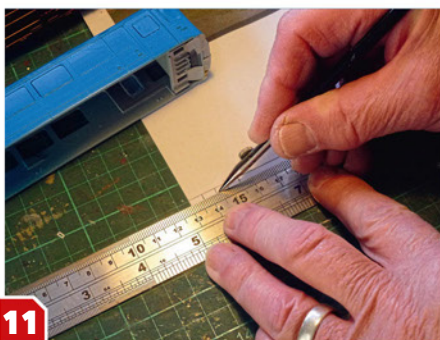
8 The former window section could then be refitted in its original position and secured with a brush of liquid polystyrene cement. Do not refit any of the clear glazed windows at this stage.



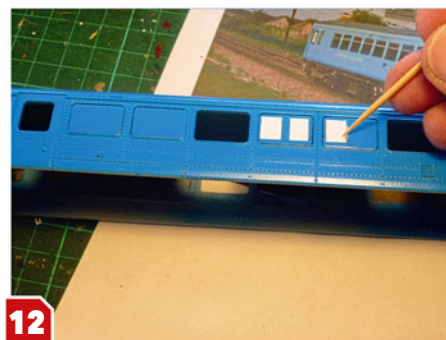
9 It is important to replace glazing in its original positions as there may be residual bits of the glazing strip still attached to the inside of the body. I used Plastic Weld liquid poly cement.



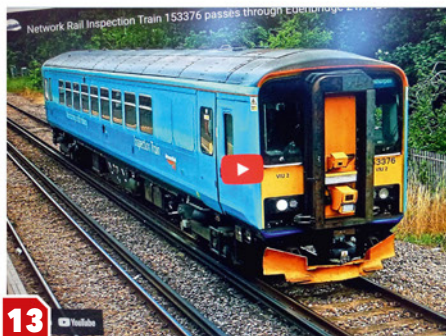
10 Any glazing which could not be removed (i.e. that in the cab at one end) was protected with Humbrol Maskol before spraying with Games Workshop's Wraith Bone shade of matt primer.



11 The fine louvred panels were made by scoring 10thou' styrene sheet with my school tech drawing set's bow pen, with the jaws set slightly open and against a steel rule.



12 I had overlooked the louvred panels and should have fitted them before I sprayed the body shell blue, so a little bit of retouching was needed once they were glued in place.



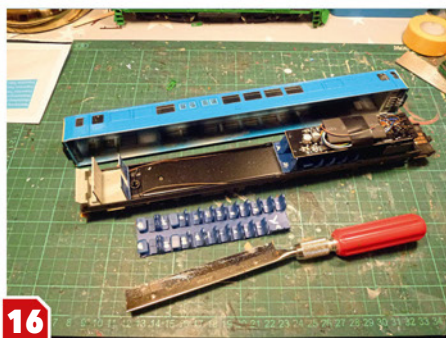
13 I scrolled around the internet and Youtube looking for pictures of the real thing which showed the cameras and lights, which are only fitted to the 'A' (larger cab) end of the car.



14 Having retouched the louvre panels into the body colour, the louvres were indistinct so I picked them out with a black lining pen used against a steel rule.



15 This picture from a Network Rail display at Long Marston shows which fittings are lights and which are cameras. The four yellow boxes attached to the object deflector are downward-facing lights.



16 Turning to the interior, I marked all the details to be cut off - almost everything! It is helpful to cut off seats and tables with a razor saw so that they can be re-used if necessary.



17 I made up the internal 'boxes' from styrene sheet and positioned them as closely as possible to what I could glean from watching a Youtube video shot inside the railcar.



18 I used Railtec waterslide decals set 2915 (£6.90) which is specifically for 153 376 and includes all the markings and lettering. Decals were fixed with Micro-Sol.



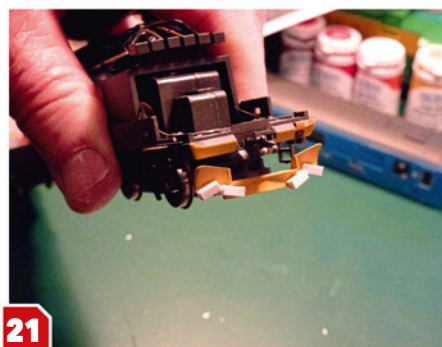
19

Cameras and lights were made up from Evergreen styrene strip and rod using such pictures as I could find on the internet as a guide. It's fiddly but easier than it looks.



20

The orange cant rail warning stripe was masked with tape and applied with Omen Paints vermillion using a small brush. Allow paint to dry thoroughly before removing the masking tape.



21

Small pieces of square styrene strip were cut and attached to the 'object deflector' with liquid polystyrene cement, to represent the downward-facing lights.



Above: A Class 153 in original condition, No. 153 374 carries the original Regional Railways livery as it works the Liskeard-Looe branch line, near Coombe Junction Halt. CJL COLLECTION

Left: The picture that started it all, Network Rail's VIU 2 (Video Inspection Unit) No. 153 376. A substantial number of windows on both sides are plated over. CJL COLLECTION



HOW TO

USE HAIR TO CREATE A WATER FEATURE

Peter Marriott shows how the family cat helped add flowing water to his fountain!

Every time I attend a model railway show, I look for detailing parts that can add something to my layout. In 2023 I was fortunate to attend the Kleinserie event at Bauma, Switzerland, and there I picked up a model water fountain from the Swiss Model Rail stand (CHF 15, www.swissmodelrail.ch). This measures just 22mm x 7mm x 2mm and it was crying out for some water to be added and a water flow into the trough. I set myself the challenge of attempting to make the water flow, and that is when one of our pets gave me the answer to how to do it.

ANY
GAUGE



2 hrs (excluding
drying time)



Although not a feature you would likely find in the UK these days, water troughs like this are still common throughout Switzerland, both in rural and urban locations. Many of them are converted livestock drinking troughs, and provide a source of flowing water for people and animals. Most of the time it is safe to drink, because the water has originated from springs and, if it's not, this warning is generally indicated with a sign. Despite not something

seen on our streets at home, you could revert one of these models back to its original purpose of a livestock trough and place it in a rural setting on your layout, using exactly the same techniques as outlined opposite.

This small project was a lot of fun to do and didn't take a lot of time, either - if you don't take into account the drying time. It's also made my cameo scene of the Health Centre more realistic. Upon its completion, I showed the finished fountain to our cats, but I'm honestly unsure if they were impressed or not!

STEP BY STEP

1

The first step was to seal the inside of the water trough with Busch Modellwasser Aqua, which I rubbed around the base and sides of the trough using a wooden coffee stirrer. The thick fluid comes out of the bottle opaque but had dried clear by the next day.

2

Once the first layer of water fluid had fully dried, I used Vallejo Still Water which I knew would dry nice and clear and shiny, to add the second and third layers of water. I poured on just a few drops at a time to ensure that I did not overfill the trough.

What you will need

SHOPPING LIST

- ◆ Deluxe Materials Making Waves
Price: £10.50 **Availability:** www.deluxematerials.co.uk
- ◆ Busch Modellwasser Aqua **Price:** €7.29 **Availability:** Busch stockists
- ◆ Vallejo Still Water **Price:** £5.99 **Availability:** Vallejo stockists

TOOLS

- ◆ Grey and brown acrylic paint
- ◆ 1200 grit abrasive paper
- ◆ Small paintbrush
- ◆ Wooden stick
- ◆ One cat's hair!

3

The first layer of Still Water fluid by Vallejo dried well overnight but still needed an extra layer to bring it nearer to the top of the stone sides of the trough. As is the case with all water, going slow and steady will yield the best results.

4

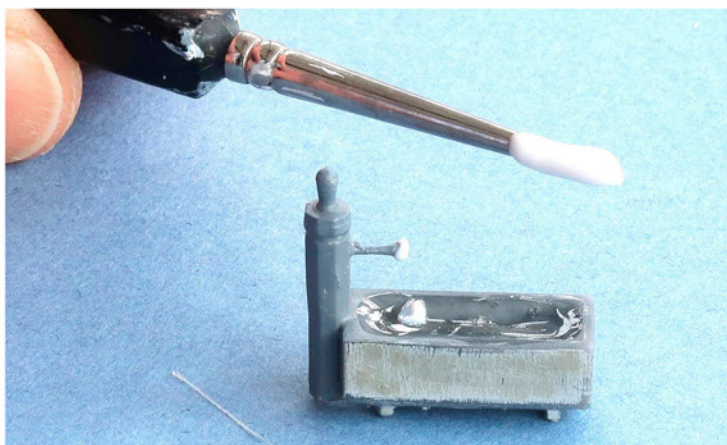
I experimented with several methods of making a flow of water from fountain to trough as the stream needed to be thin. I found one of our cat's hairs on my iPad case, and tried various water fluid products to produce a steady but thin trickle that would fall into the water.

5

Here I experimented with two water fluids. At the top is Still Water by Vallejo and below is a little Vallejo Foam Effect. I chose to use the top portion of the cat's hair, which captured the appearance of water a lot better – the water flow in the lower portion was too thick.

6

To fix the hair in place I used Deluxe Materials Making Waves, a milky, sticky fluid that dries clear and is good for making a variety of water effects. I applied it with a thin brush and a wooden stick, add a little of the fluid to the fountain and the trough.



7

As the Making Waves was drying this is what the cat's hair looked like before it was cut to the required length. The Making Waves dried clear including the small ripples on the water in the trough, which gave an effect of moving water.

8

To add a more time-worn effect to the sides of the water trough I used a small piece of 1200 grit finishing paper. I also painted the tap using rusty brown acrylic paint to represent a pipe and tap that was in need of a replacement.





Scaling up **production**

Accumulating a shed full of 'O' gauge stock left **Jon Grant** with no choice but to make the leap from 'OO'. The result is a stunning 7mm debut.

Words: **Chris Gadsby** Photography: **Chris Nevard** Artwork: **Andrew Mackintosh**



What makes this layout great?
There's a pleasing balance of busyness and calm at 'Bankgate Sidings'. There are details everywhere and plenty for the viewer to observe, but everything has a purpose, and it doesn't feel as though anything is forced.

Almost everybody who used to model in 'OO' gauge and has made the transition up a scale says the same thing: that they don't know how they ever modelled with such small trains! Choosing to make the leap into a new scale is never easy and comes with plenty of questions. Do I sell my old stock to fund the latest build? Will I get as much enjoyment from building something bigger? Do I have the space to do what I want to do? Jon Grant faced all of these questions and more when thinking about making the switch himself, but elected to make that leap.

This is Jon's first foray into the world of 'O' gauge and his reason for moving into the scale is straightforward. His collection was simply getting out of hand.

"A friend of mine was selling some cheap 'O' gauge stock and what with retirement, and the eyesight not quite being what it was, I decided to purchase it from him and see what 'O' gauge was all about. Well, it was as if somebody had unveiled the potential of a whole

new world within modelling! One purchase led to another, which led to another, and another, until having all this stock and nowhere to run it was just getting ridiculous. A layout was needed."

Inspiration for 'Bankgate Sidings' came not from memories of a time left behind or from perusing page after page of hardback book until Jon found somewhere he thought would work. No, this one came from spying another creation from across the exhibition hall.

"I was exhibiting 'Metcalfe Road' at an exhibition in Newcastle and spied a layout titled 'Hallbankgate', also in 'OO' gauge. It looked to have all I needed and could be modelled in a space that I had available in 'O', so when I got home I started to research the track plan. It fitted, but as I wasn't going to model the area perfectly, I altered the name to 'Bankgate Sidings' so I had a cover story if somebody were to say that it wasn't quite right. The layout represents a branch line ►



“It was as if someone flicked a switch and unveiled the potential of a whole new world within modelling”



3 things we like



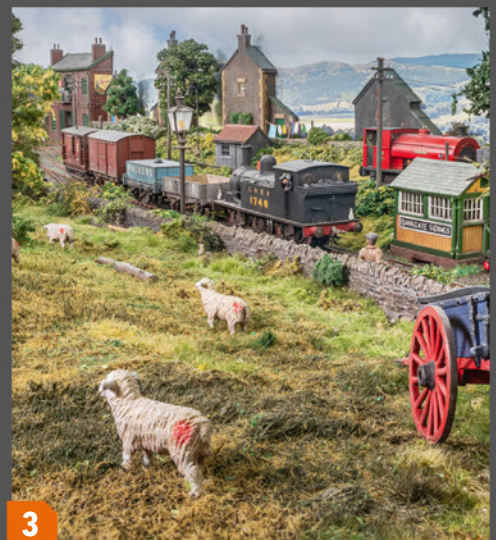
1

We should really give this guy some privacy!



2

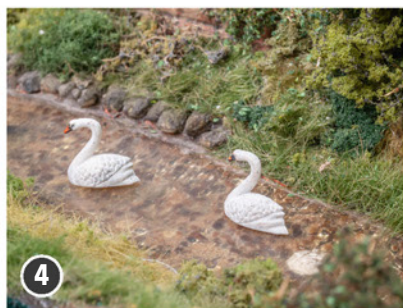
This scarecrow is not really doing his job.



3

The identifying paint marks on the sheep.

“One of the biggest perceived barriers about 'O' gauge is the cost, but you can make an enjoyable entry into the scale without forking out thousands”



somewhere between Brampton, on the Newcastle to Carlisle line, and Alston in Cumberland. On the prototype, these tracks were too steep for main line locomotives, but in my world, the line has been sufficiently flattened to give trains an alternative route to get to Alston.”

UNDER PRESSURE

When it comes to model railways, nothing gets the energy flowing more than the deadline of an upcoming exhibition – or, in Jon's case, the impending arrival of *Model Rail*'s Chris Nevard and his camera.



"The entire build took me around five months, from the first erection of the baseboard legs in June to the photographs being taken in December. At the point of Chris getting in touch, I'd only just started the scenery so I had to work almost flat out to get the layout into a photography-worthy state. Some elements worked in my favour, such as the track plan being decided for me by the location, but I still had to decide the placement of the buildings and scenic aspects. Usually, I complete all of the sections of a layout that I know exactly what they're going to be beforehand, even if they aren't done in the usual order. Then, once those are done I can ►



“It’s been enjoyable to include so many details that you would just gloss over in ‘OO’”



picture exactly what a bit more is going to look like, and so on and so forth. This one was too tight for time to be able to do that as I had to just dive right in. Curveballs were also thrown into the mix. My friend was kind enough to buy me some 7mm scale ducks, requiring me to insert a water feature. Not having the space in the initial footprint, another six inches had to be added to the front to accommodate them."

Despite being a highly experienced modeller, there were aspects of moving to the new scale that Jon was not so prepared for.

"I had to make adaptations to the baseboard plan (as well as adding space for the ducks) when I'd bought the track as it simply wouldn't fit on to the planned boards. I use open-top baseboards and the proviso had to be that I could lift each board with one hand to get it up from the cellar on my own. However, in 'O' gauge the points are about two feet in length and when I first set the track out, the point blades were over a baseboard join. I had to add an extra six inches on a board to accommodate where that point was, and I hadn't realised how much more space the tracks took to get back to parallel so in total ➤



11



12

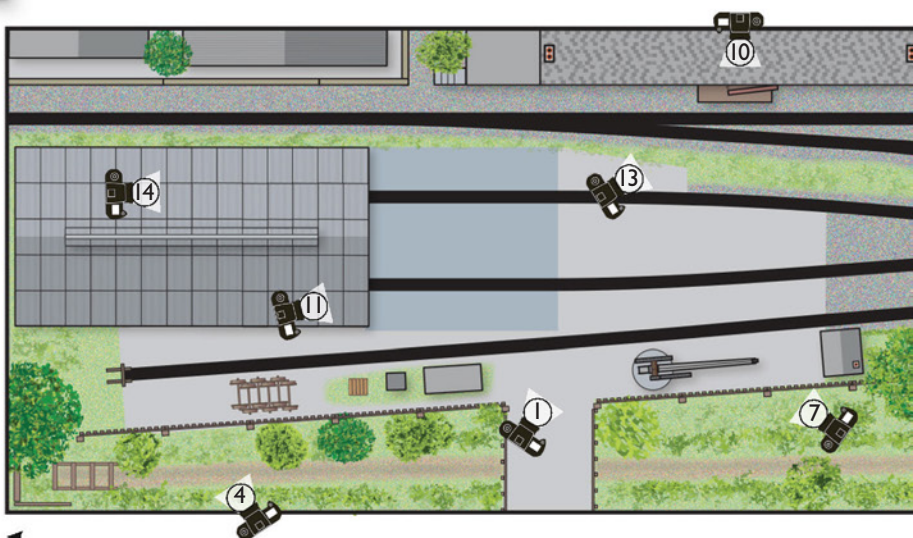
'Bankgate Sidings' is 21ft 6in by the time I've included the fiddleyard at each end."

EYE FOR DETAIL

Despite the difficulties, Jon has found much to enjoy about modelling in the larger scale, particularly the extra detail that 7mm allows.

"Although the techniques are the same, the structures are about four times larger so I've found the buildings in particular need more interior support. There are a lot of good kits in 'O' gauge available and I've used plenty from L-Cut Creative, as well as scratchbuilding in card. It's been enjoyable to include so many more details that you would gloss over in 'OO', and you have to include it here because it is so noticeable. Drainpipes are a prime example. Yes you can include them in 'OO' but you can get away without putting them on. You can't in 'O'. My lack of knowledge in the area held me back a little to start with as there is a whole different set of traders in this

Artwork: Andrew Mackintosh





FACTFILE: 'BANKGATE SIDINGS'

Gauge and scale: 7mm:1ft, 32mm gauge, 'O'

Size: 21ft 6in by 2ft 6in

Track: Peco

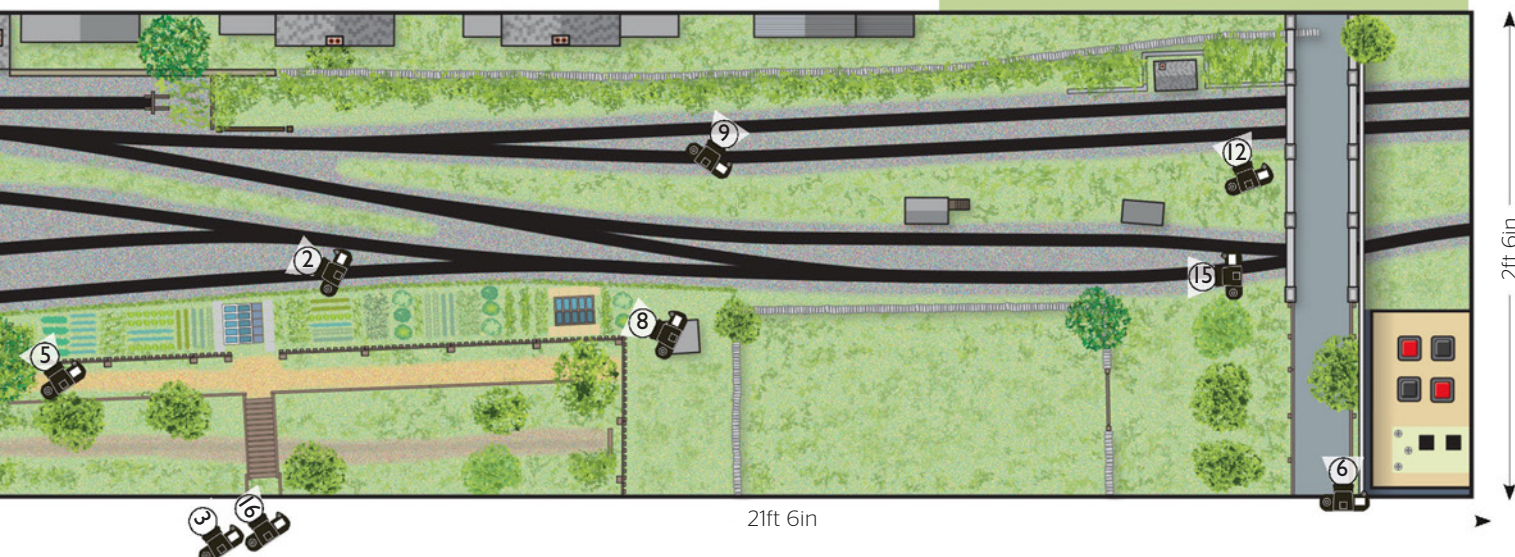
Power and control: DCC - NCE ProCab

Time to build: Five months



ABOUT THE MODELLER: JON GRANT

"I enjoy history and have a small collection of military headgear from conflicts such as the American Civil War and the Second World War. I also build 1:35 scale tanks and vehicles."



'O' GAUGE LAYOUT **BANKGATE SIDINGS**

scale so it was hard to know who to go to, but some friends helped me fill in the gaps, and the Gauge O Guild on Facebook were extremely helpful. I also made use of some old scenic items from another of my 'OO' layouts 'Sweet Home Alabama' to save money, as plenty of 'OO' items can be used in 'O' gauge, they're just smaller! For example, prize-winning vegetables in 'OO' gauge suit my allotment perfectly, and large bushes simply become small ones."

One of the biggest barriers people perceive about 'O' gauge is the cost, but as Jon explains, you can make an enjoyable entry into the scale without having to fork out thousands of pounds.

"There are bargains to be had if you look hard enough. I buy second-hand models and super-detail them to get to the spec I need for 'Bankgate Sidings', so models have real coal, oil cans, tools, crew, and extra footsteps if necessary. I might change the chimney or the dome depending on the model and if they haven't come as standard, I add sprung buffers and three-link couplings to wagons. Everything I've got gets seen by the punters at exhibitions as I've created a set of cards that operate a 22-move sequence telling me which points to set, which wagons should be on which train and the route it will be taking. Not only does this remove the process of me having to think about what to do next and slowing things down, but it also helps when I have somebody assisting me, because it tells them exactly what they should be doing as well. In theory, by following the instructions, anyone would be able to operate 'Bankgate Sidings' at an exhibition!"

If you've been thinking about making the switch to a new gauge, there's arguably no better time. All three major scales are growing at a rapid rate and with the introduction of 'TT:120' providing another viable option, maybe now is the time to set aside your well-used models and try something new? **MR**

See
this layout
'Bankgate Sidings'
will be at the Birtley
Model Railway
Engineers Annual
Exhibition on
March 8/9 2025.



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Reviews

In-depth and unbiased reviews of the latest products

80 Accurascale BR Mk 1 Suburban stock

82 EFE Rail Plasser 12ton YOB crane

84 Heljan BR Mk 2c coach

86 Rapido Trains UK BR OAA open wagons



87 Clark Railworks BR 25T 'Lowmac'

88 Hornby 'TT:120' IFA container wagons

89 Hornby TXS HST Power Cars

90 Hornby TXS Class 56

91 Hornby LMS 'Princess Coronation'

91 Hornby 'TT:120' RCH 12t tanks



Our reviewers

George Dent

Model Rail's modern image expert.

Chris Leigh

Wrote his first review in 1964 and hasn't stopped since!

How we test

At Model Rail, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. We assess models on their looks, performance, features and value for money. We also run them on our own test tracks, which feature various gradients and numerous challenging track configurations.





Accurascale BR Mk 1 Suburban stock

◆ **GAUGE** 'OO' ◆ **MODEL** Accurascale Mk 1 57ft non-gangway coaches • ACC2345 Composite Lavatory • ACC2349 Brake Standard • ACC2360 Standard Lavatory Open • ACC2364 Standard ◆ **PRICE** £74.95 each ◆ **AVAILABILITY** Accurascale stockists **Web** www.accurascale.com

Nearly 600 Mk 1 non-gangway coaches were built by British Railways between 1954-56, on a common 56ft 11in underframe. The vast majority consisted of Brake Third and Third class vehicle types (later referred to as Standard class), plus smaller numbers of Composites (First and Third/Standard class) and the Eastern Region's allocation also featured lavatory-equipped versions. The stock was intended for use on suburban services, feeding into towns and cities

across the network, being hauled by steam and diesel traction.

The spread of diesel and electric multiple units rendered the non-gangway stock obsolete. By the 1970s, the survivors could be seen still working in and out of London King's Cross, as suburban routes couldn't accommodate the longer chassis length of the new multiple units. Infrastructure improvements eventually killed off the remaining stock, with the last services run in 1977.

Modellers have been able to model some of these coaches for

decades, thanks to Bachmann's Mk 1 'Subs', and various conversion and detail kits.

SUPERIOR STOCK

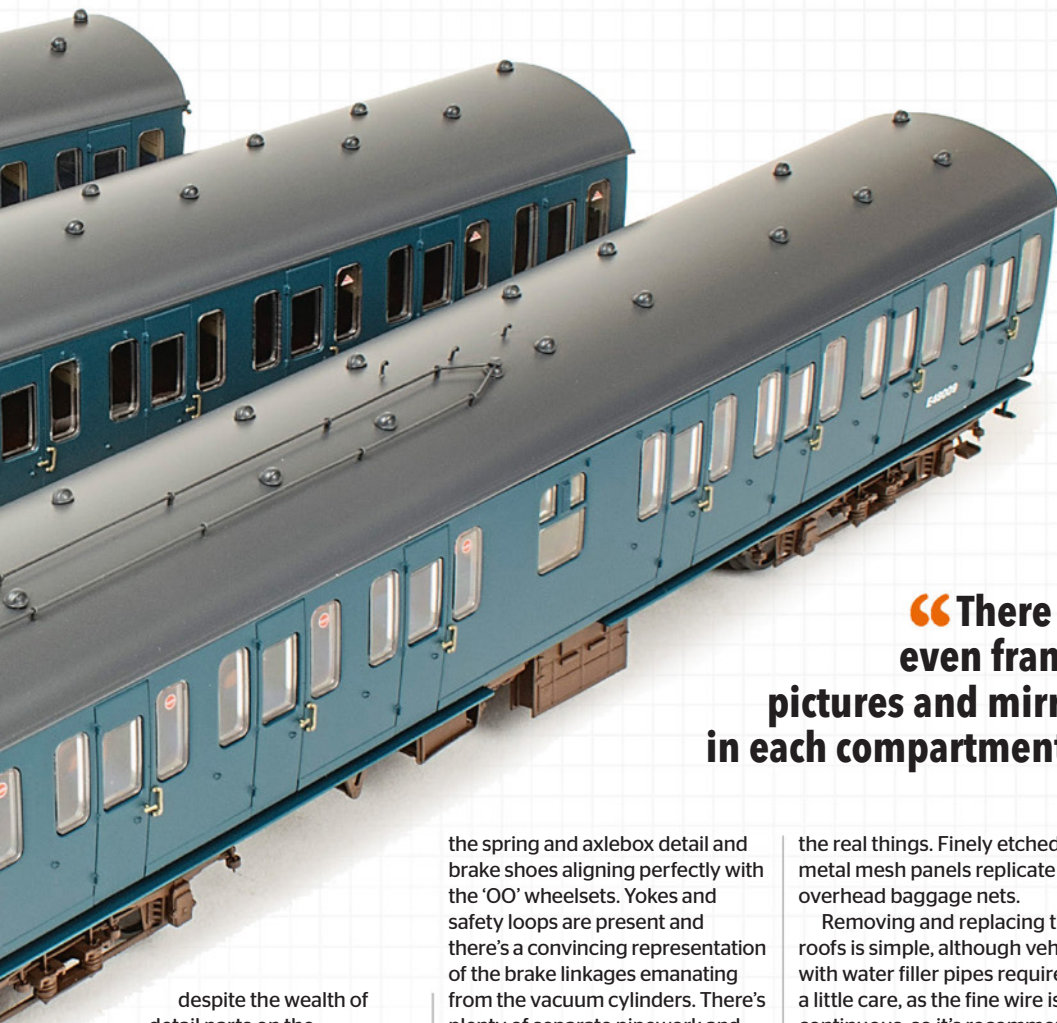
Accurascale's new range of Mk 1 Suburban stock, however, offers a much higher detail specification and a greater choice of vehicles. While the earlier BR carmine and maroon liveries are in the pipeline, it's the drab Rail blue versions that have arrived first, helpfully coinciding with Accurascale's BR blue Class 31s (see MR332) - the staple motive

power for these coaches, on King's Cross services in particular.

Accurascale kindly supplied Standard, Brake Standard and Standard Lavatory cars for review, while I also purchased a Composite Lavatory car just before writing this (although it's not pictured here). The four cars make for a handsome train and each car creates a hugely positive response as soon as they're removed from the packaging.

They're quite weighty, each tipping the scales at around 180g, and they feel pretty rugged too,





“There are even framed pictures and mirrors in each compartment”

despite the wealth of detail parts on the bodysells and underframe. The sides feature flush-fitting glazing, that is neatly installed throughout, complete with appropriate class and ‘No Smoking’ signs. The corridor sections of the Composite Lavatory car also feature brass-effect horizontal handrails printed onto the window interiors.

Door seams, hinges and bump stops are crisply rendered, while the door handles and grab rails are separate fittings, as are the larger handrails, lamp brackets, jumper cables, emergency brake gear and water filler pipes at each end. The roof vents look great too.

Sprung buffers are installed, in the extended position on all cars, and fine metal footsteps dangle from the headstocks. Footboards are rendered from metal strip, fixed into slots in the solebars. As one inevitably handles the coaches by gripping these areas, it’s a relief that the parts can withstand the pressure without distorting or breaking.

Below the frames, the bogies are superb, with a welcome depth to

the spring and axlebox detail and brake shoes aligning perfectly with the ‘OO’ wheelsets. Yokes and safety loops are present and there’s a convincing representation of the brake linkages emanating from the vacuum cylinders. There’s plenty of separate pipework and conduit installed, linking the various battery, fuse and relay boxes, although some of these fittings were slightly crooked on our samples. The dynamos look the part, but there’s no hint of drive belts and their mounts are very delicate. Take care especially when returning each coach to its box.

EASY ACCESS

The roofs are a magnetic fit, allowing easy access to the interior. Lighting units come as standard, taking power from the track via metal axle bearings, fine wires and contact strips. Capacitors offer a ‘stay alive’ function, reducing flicker and ensuring the lights remain on for the duration of a station stop for analogue users.

Two small screws release each lighting bar, making it easy to fit passengers into the compartments. The seats, flooring and bulkheads feature the correct colours and there are even framed pictures and mirrors in each compartment – a key feature of

the real things. Finely etched metal mesh panels replicate the overhead baggage nets.

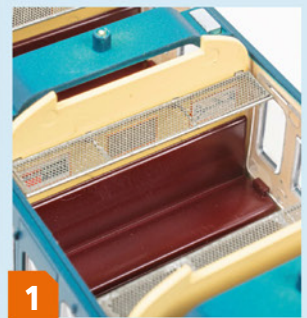
Removing and replacing the roofs is simple, although vehicles with water filler pipes require a little care, as the fine wire is continuous, so it’s recommended to unclip the body from the chassis, as per the instructions.

Under test, all four coaches performed well, with free movement in the bogies on curves and crossings, while the sprung close-coupler mounts operated effectively. There was some perceptible drag and squeaking from some of the wheels, but some gentle tweaking of the brake shoes and a drop of light oil in the bearings solved that completely.

The plain Rail blue livery, with umber underframe, is applied to a high standard, with super-crisp printed numbers and legends, including tiny maintenance markings on the bogie frames and builder’s plates on the solebars.

Supplied with an informative handbook and detail bags providing optional brake hoses, dummy screw link couplings and clear plastic coupler bars, these models are hugely impressive. Who would’ve thought that such a humdrum prototype would be replicated in miniature to such a high standard? **(GD)**

3 things we like



1

Interior detail is superb, with even the framed artwork and mirrors included.



2

Pre-fitted lighting units with ‘stay alive’ capacitors.



3

Underframe and bogie detail is excellent.

SUMMARY

PROS

- Look great.
- Impressive level of detail (inside and out).
- Effective lighting.
- Quality finish.

CONS

- A few stiff wheels, but easily remedied.

FINAL VERDICT

Superb.





EFE Rail Plasser 12ton YOB crane

◆ GAUGE 'OO' ◆ MODEL E87049 EFE Rail Plasser 12ton YOB crane ◆ PRICE £89.95 ◆ AVAILABILITY Bachmann stockists Web www.bachmann.co.uk

The Plasser & Theurer 12ton self-propelled crane, TOPS code YOB, is something with which I've had a long fascination. In 1981 I walked onto Staines Moor one morning to see if anything was happening after the last train on the Staines West branch had run the previous Saturday. A bright yellow self-propelled crane, No. 81509 appeared, with a short but interesting train. It comprised a bogie bolster wagon, unusually branded 'Corby & Co Ltd', a 'tube' wagon, and a former GWR 'Pasfruit D' van painted green and yellow. I had seen nothing like it before and had no idea that self-propelled cranes of this type existed. It was, of course, the very last train to traverse the branch

and when I returned at lunchtime it was busy lifting the rails.

Within a few weeks I had built a model of that train, including the crane, in 'OO' gauge. So, 40 years on, I was more than a little excited by the prospect of a ready-to-run version from EFE Rail. That model has now arrived for review, though our sample is in the more recent Jarvis/Fastline maroon livery. As such it represents 81523, which is now privately owned and in preservation, and was the subject of the research for this model.

Firstly, I have to remind myself that when I saw No. 81509 at Staines, it was fairly new and these cranes are now over 40 years old and have had various owners on the privatised railway. They may well have undergone detail

changes in the meantime. I built my model from a drawing which I no longer have, but placed alongside mine, the EFE model matches in all major dimensions, measuring 148mm (scale 37ft) over buffers. The latter have blackened metal heads and are not sprung.

STATIC MODEL

Every millimetre of that is packed with detail as these hydraulic cranes, intended for light-medium permanent way work, were complex pieces of kit. It is undoubtedly the complexity of detail and the number of separately fitted parts which accounts for most of the cost in this model but it came as something of a disappointment

to find that the crane is fixed in the stowed position. Perhaps it's the child in me but I had expected the crane to be posable - at least for the body to rotate and the jib to be extendable. These were both features which I had incorporated in my old scratch-built model (together with a motor bogie so that it actually moved) without a great deal of difficulty. As it is, the EFE Rail crane is only suitable for haulage within a train formation, although I suppose that is what most modellers will want.

The crane is carried on two 6ft 6in wheelbase bogies fitted with turned metal wheels on bush-insulated metal axles. Metal weight incorporated into the chassis and under-slung fuel tank



pushes the weight to 137g (4.8oz) which makes it pretty heavy when compared to other rolling stock of a similar size. Tension-lock couplings are fitted to self-centring mountings which extend on sharper curves. The prototype's distinctive array of 10 fluorescent lights along each solebar are neatly represented by white-painted rectangles.

Above the solebar, the real thing is modular, with four main components, the two end equipment 'boxes', the crane and the diesel engine module. All these parts are correctly proportioned and bristling with separate details, including the exhaust pipe and silencer, white-painted handrails and even a 50-gallon oil drum.

Only the cab is missing one side window adjacent to the jib but it's scarcely noticeable. The ends of the model have the correct cutaway corners around the rectangular headlamps and a central high-intensity headlight.

REEL DEAL

The three-section hydraulic jib features separately fitted cable reels and rigging in what appears to be a rigid plastic 'wire' material. It's so well done that the jib looks tantalisingly posable, as if it would extend, but sadly, it doesn't. One feature of the model which is not present on 81509 in my 1981 photographs is a prominent 'H'-shaped jib-support on top of the engine

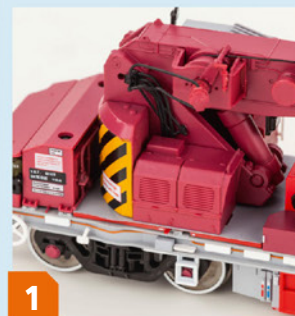
cover. I assume this was a later modification.

The high level of detail is matched by the amount of printing on the model, representing all the safety warnings and everything from the black and yellow striped rear of the crane body to the word 'water' on the stowed water containers, a lengthy 'access forbidden' notice, speed limit and hump shunting warnings, and even those diagrams warning that hard hats and ear defenders must be worn! In short, it's an epic printing job for which EFE Rail deserves full marks.

This is a cracking little model, albeit at a premium price due, no doubt, to the numerous individual parts and complex assembly. I feel certain that there will be a run on Tenshodo 26mm SPUD motor bogies. After all, if you can't move the crane and jib out of the stowed position, why not motorise the model so it can pull its own train? (CJL)



3 things we like



1

The model is packed with lots of fine detail.



2

The overall finish and printed detail is excellent.



3

Although the jib doesn't extend, it features a fine lifting cable.

SUMMARY

PROS

- Fine and impressive detail.
- Much-requested on-track plant.
- Exceptional print finish.

CONS

- Crane and jib don't move.

FINAL VERDICT

Can a model be both impressive and disappointing?



Heljan BR Mk 2c coach

◆ GAUGE 'O' ◆ MODEL Heljan 2401 BR MK 2c TSO coach, ScotRail ◆ PRICE £299.00 each

◆ AVAILABILITY Heljan stockists **Web** www.heljan.co.uk

First mooted back in 2019, Heljan's much-anticipated BR Mk 2c coaches have been delayed by a factory closure, global pandemic, and other unfortunate events, but were finally due to arrive with stockists as this issue was being prepared.

Almost 30 versions have been produced, across four different vehicle types (TSO/BSO/BFK/FK) and a colourful spectrum of liveries, including BR blue/grey, Regional Railways, InterCity,

Network SouthEast, RTC red/blue and West Coast Railways maroon. They certainly make an ideal companion to a wide range of Heljan's 'O' gauge diesel locomotives, including classes 31, 37, 47, 50 and 'Deltic'.

Our review sample is a TSO (Open Standard class) in the ever-popular ScotRail livery. Like the majority of the range, the carriage is supplied unnumbered, allowing for easy customisation. It's a substantial model, weighing

in at over 900g, and has a sturdy feel, with minimal flexing of the plastic bodysides as the carriage is gripped in the hand.

The overall profile looks convincing, and the body is enhanced with many separately applied detail fittings, including handrails, door handles, lamp brackets, roof vents and TDM jumper cables. The fit of the glazing is neat and tidy, with 'No Smoking' stickers applied to one end of the saloon and destination banners printed onto the droplight windows. These paper banners were once a common sight on the bedroom walls of young enthusiasts!

A choice of single or bi-fold doors is provided for customer fitment, which slot snugly into the gangways with no need for glue. The model also comes with a variety of underframe detail to allow either vacuum or air brake equipment to be installed. Our early sample lacked an instruction sheet, so I did my best to get the various air brake fittings in the right place, with mounting holes provided in the floor. The effect is very pleasing,

with each moulded component featuring crisp detail relief.

The headstocks are equipped with operational drophead knuckle couplers, mounted on sprung and pivoted drawhooks. Tested with a range of other passenger stock and locomotives, the couplings performed well. Sprung oval buffers are installed, in the retracted position and they don't appear to be able to switch to the extended position. This version also features ETH sockets and jumper cables, plus twin air brake hoses.

The bogies are notable, with excellent frame and suspension detail, down to the lettering on the axlebox covers and separately fitted dampers, brake gear and cross shafts. A dynamo assembly sits on one of the bogies, with a representation of the drive belt. High-quality metal wheels and axles run with metal





“The bogies are notable, with excellent frame and suspension detail”

bearings and performance proved very smooth under test.

The roof is a magnetic fit (quite a strong one in fact!) and, once prised off, there's easy access to the detailed interior, which features the correct type of seats, tables and partitions, plus overhead luggage racks. No lighting or power collection is provided, but fitting a battery-operated lighting bar would be simple enough.

Decoration is generally to a high standard, although the positioning of the horizontal white and blue stripes is a tad too

high, and I have reservations about the blue and light grey shades, while the orange warning stripe along the roof's gutter is missing. The printed data panels at each end are nicely rendered and the fit of parts is impressive, especially the removable roof, which sits perfectly atop the body sides and ends.

These Mk 2s are set to be

extremely popular, given the general shortage of RTR post-1960s coaching stock in this scale. Pre-orders have reportedly been brisk, so once the models arrive with stockists, they're unlikely to hang around for long. (GD)

3 things we like



1

Highly detailed interior, with correct style of seating, tables, bulkheads and overhead luggage racks.



2

Underframe detail is impressive, especially the bogie frames, with a dynamo installed at one end.



3

Re-creation of classic paper destination banners in windows. This is an Aberdeen-Edinburgh service.

SUMMARY

PROS

- Overall looks.
- Impressive level of detail.
- Optional brake fittings.
- Runs sweetly.
- Popular prototype.

CONS

- Some decoration issues.

FINAL VERDICT

Definitely worth the wait!



Rapido Trains UK BR OAA open wagons

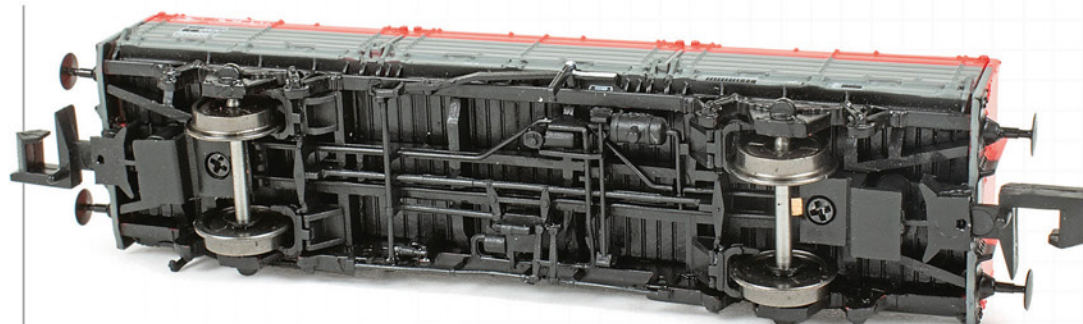
◆ GAUGE 'N' ◆ MODEL Rapido Trains UK 956004 BR OAA open wagons, Railfreight red/grey ◆ PRICE £69.95 triple-pack

◆ AVAILABILITY Rapido stockists Web www.rapidotrains.co.uk

Rapido's 'OO' gauge BR 45t Open AB wagon (later coded OAA) won many plaudits when released late last year (See MR321), boasting an impressive level of detail and finally offering modellers a high-quality rendition of an important prototype. The same wagon type is now available in 'N' gauge, with an equally remarkable specification.

The OAAs first appeared in 1971, as part of BR's drive towards a modernised freight network, operating across the country on all manner of traffic. Examples continued into the privatisation era, with many having been cascaded into departmental work.

Rapido's 'N' gauge OAAs are offered in triple-packs, as individually numbered wagons, with a choice of liveries, from original bauxite, Railfreight



red/grey, Civil Link yellow/grey and EWS red.

For review, we have the second of two Railfreight red/grey packs, with each wagon carrying stencilled TOPS data panels and hand-painted weight and capacity information, although you need good eyesight to read it in this scale!

The plastic body features a wealth of exterior and interior detail, with the planks, strapping and hinge detail crisply rendered. The ends feature small circular

lashing points for tarpaulins and the Oleo buffers are nicely moulded, with fine-profile heads which are surprisingly resilient.

The main chassis frames are die-cast metal, providing plenty of mass (each wagon weighs 16g), with the metal pinpoint axles running smoothly in the metal axleguards. There's even brake disc detail on the faces of the wheels.

Underneath the frames, the air brake equipment is faithfully rendered, with lots of individual parts neatly installed, including pipework, valves, rigging and handbrake levers. Accordingly, the models require careful handling.

Pivoting NEM coupler pockets give plenty of lateral movement, with standard 'N' gauge couplers pre-installed. A small detail bag provides dummy screw-link couplers and air brake hoses for optional fitment.

The paint job is not perfect, especially when examined at close quarters, with slightly fuzzy edges to the grey panels and

areas of red showing through. That said, from a typical viewing distance, each wagon looks great, with the various BR logos and data panels crisply printed.

It's great to see such a landmark wagon from BR's early days of air-braked freight offered in 'N' gauge, especially when it has been replicated to such a high standard. (GD)

SUMMARY



PROS

- Looks and fidelity.
- Impressive level of detail.
- Smooth runners.
- Important prototype.

CONS

- Minor paintwork flaws.



FINAL VERDICT

Excellent.





Clark Railworks BR 25T 'Lowmac'

◆ **GAUGE** 'OO' ◆ **MODEL** Clark Railworks 25T 'Lowmac' • C3006A BR olive green • C3009A BR Engineers yellow
 ◆ **PRICE** £40.00 each ◆ **AVAILABILITY** Clark Railworks **Web** www.clarkrailworks.com

Clark Railworks has released its first 'OO' gauge wagon, in the form of the LNER/BR 25T 'Lowmac'. Representing a design originally crafted by Shildon Works in 1944, the 'low machinery' wagons were also built in numbers by British Railways in 1950 (to BR Diagram 2/242).

The wagons proved extremely useful for carrying all manner of cargo, from road vehicles, industrial machinery, agricultural implements and construction equipment, to crippled railway wagons and even diesel power units. The lowered well area between the axles allowed larger loads to be carried without exceeding the loading gauge.

Even after the collapse of general goods traffic on the

railways during the late 1960s, the 'Lowmacs' continued in use with BR's engineers department, carrying machinery and equipment around the network, with many now performing the same duties on heritage railways up and down the UK.

Presented in high-quality, foam-lined packaging, the Clark Railworks models are available in a wide range of liveries, with a pair of samples under review here, in 1970s and 1980s BR engineer's colour schemes.

Consisting of a die-cast metal frame, with many individual detail parts installed, the wagons weigh-in at a healthy 54g apiece. Combined with metal wheels and pinpoint axles running in brass bearings, the wagons run freely and negotiate curves, points and crossings with ease.

There's a wealth of detail on

the upper surfaces, with the timber plank areas picked out in brown paint, while the load securing shackles are neatly fashioned and painted matt black. The handbrake levers are etched metal, presenting a very fine appearance, while the brake gear has been extensively replicated, complete with pipework and linkages. Sprung buffers are installed and the NEM coupler pockets sit discreetly among the rigging at each end.

Sets of slimline tension lock couplers are provided in the detail bag, along with extra brake hoses, plus full relief vacuum cylinders (if choosing to omit the NEM pockets) and there's even a full set of replacement brake gear for 'EM' gauge conversion.

As well as being scaled correctly and capturing the look



of the real wagons admirably, the models feature an excellent finish, with perfect colour separation and fully legible markings and builder's plates.

Clark Railworks' 'O' gauge debut was impressive, with the BR Presflo rendered superbly, and the manufacturer has followed with an equally striking 'OO' 'Lowmac'. At home on virtually any BR-era layout, the sheer variety of potential loads means they'll offer an eye-catching addition to a freight or engineer's train. **(GD)**



SUMMARY

PROS

- Look the part.
- Superb level of detail.
- Quality paint finish.
- Sweet runners.

CONS

- Nothing.

FINAL VERDICT

Excellent.

Hornby 'TT:120' IFA container wagons

◆ **GAUGE** 'TT:120' ◆ **MODEL** Hornby • TT6025 IFA container wagon (DFDS) • TT6026 IFA container wagon (Hapag Lloyd) • TT6027 IFA container wagon (Hanjin)

◆ **PRICE** £52.99 each ◆ **AVAILABILITY** Selected Hornby stockists **Web** www.hornby.com

With Hornby's 'TT:120' Class 66s moving ever closer, it's exciting to see the appearance of these new container wagons, which will be the perfect load for a 'Shed'. Cannily, the wagons are also produced under Hornby's Arnold brand for the Continental 'TT' market, as the prototype wagons have worked within mainland Europe and the UK over their lifetime.

Based on a fleet of wagons built during the 1980s, by Arbel Fauvet Rail in France, the individual IFA wagons were designed to operate on Europe's various train ferry services, with the addition of tie-down cleats at each end. Upon the completion of the Channel Tunnel, the wagons were also cleared to operate via this route, with markings added to the side panels to denote this. A low

chassis frame allows the carriage of 'High Cube' shipping containers, and each wagon can carry either 20ft (x2), 30ft, 40ft or 45ft 'boxes'.

Hornby's impressive model features a die-cast metal chassis, giving the wagons a substantial feel, yet the level of detail and finesse is fantastic. The bogie frames are especially well rendered, these being plastic mouldings, as are the various air brake tanks, valves and pipe runs which adorn the skeletal framework. Other detail highlights are the separate handrails and footsteps, spoked handbrake wheels and the ferry tie-down cleats, while the rectangular bufferheads feature a fine profile.

Metal disc wheels - with low-profile flanges - roll freely on their axles and a set of sprung, pivoting close-coupler units are equipped with Hornby's standard



European style couplers (slotted into NEM pockets). At 53g each (with container loaded), there's plenty of mass to ensure good running characteristics.

The containers are plastic, and small locating pins allow them to slot into holes formed into the chassis. Other mounting points are provided for 'boxes' of other sizes too. The containers are just as attractive as the wagons, with the three shipping lines' liveries accurately rendered and all logos and data panels printed crisply, mirroring the quality of finish on the wagons. The mounting pins hold the 'boxes' secure while the wagons are running, but they can be easily dislodged.

Along with the TTA tanks (MR325), these are perhaps the best 'TT:120' wagons produced by

Hornby so far, and they'll look even better with a weathered finish, with the real things usually sporting a uniform layer of grimy brown! (**GD**)

SUMMARY

PROS

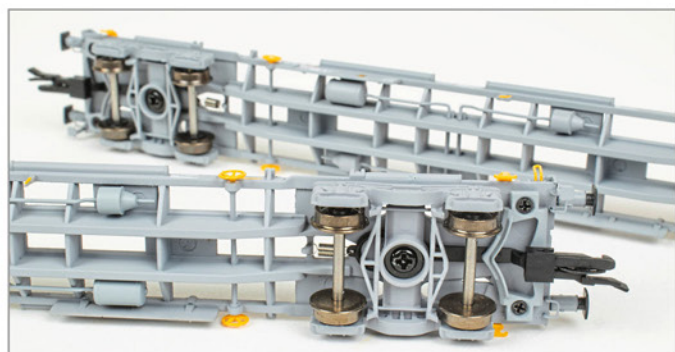
- Excellent level of detail.
 - Smooth and quiet running.
 - Quality finish.
- Look like the real thing.

CONS

- Not a lot.

FINAL VERDICT

Impressive.





Hornby TXS HST Power Cars

◆ GAUGE 'OO' ◆ MODEL Hornby R30097TXS BR Class 43 HST power car set with Triple X Sound, InterCity Executive livery
 ◆ PRICE £449.99 ◆ AVAILABILITY Hornby stockists **Web** www.hornby.com

I longed for a Hornby HST in original InterCity 'Executive' livery when I was a youngster, but never did get one. It was beyond my pocket money and my layout was far too small. Anyway, it's a delight to see Hornby's 'high-spec' HST power cars now wearing this scheme, especially after a full set of matching Mk 3 coaches arrived a couple of months ago. And match they do, with the livery shades aligning perfectly across power cars and coaches.

This set features 43091 *Edinburgh Military Tattoo* and 43196 *The Newspaper Society*. While we've covered the myriad charms of Hornby's latest Class 43 tooling before (see MR323), this particular set comes loaded with DCC sound in the form of a 21pin HM7000-TXS decoder in each car. Each car also

features a pair of 'sugar cube' speakers in the guard's compartment, loaded into small casings to improve the acoustics.

While compatible with standard DCC control systems, the HM7000 decoders also offer Bluetooth connectivity, allowing the train to be controlled via the free Hornby HMIDCC app that can be installed on your smartphone or tablet. As long as the layout has a suitable 15V power supply (such as Hornby's R7337), that's all you need.

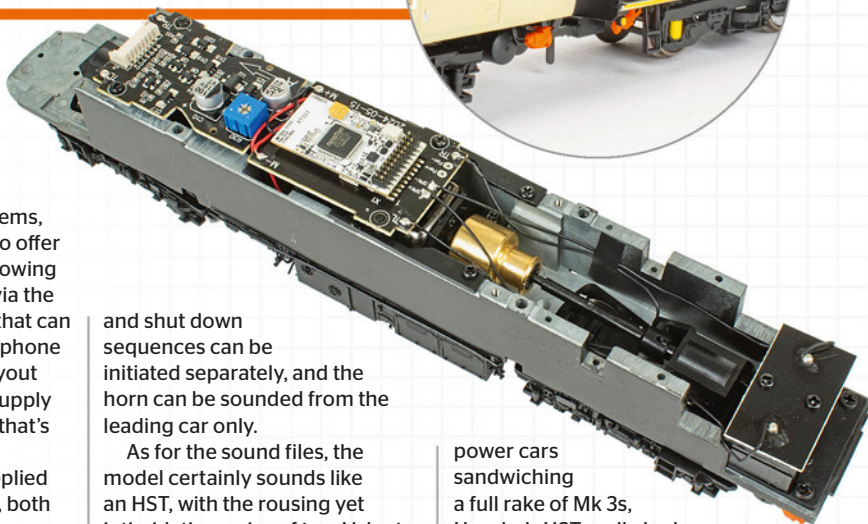
Full instructions are supplied and, straight from the box, both power cars are assigned the same address, so the sound effects work in unison. Assigning different addresses, and using the 'Consist' feature on your DCC controller, offers much more realism, as the engine start-up

and shut down sequences can be initiated separately, and the horn can be sounded from the leading car only.

As for the sound files, the model certainly sounds like an HST, with the rousing yet intimidating noise of two Valenta power units roaring away. The option of a cold start and ability to notch up (or 'thrash') the engine while stationary is a bonus, while the random horn sounds and various braking, flange squeal and compressor sounds are convincing. I also like the guard-to-driver buzzer, AWS test and driver's safety beeper.

The twin speakers in each car give out plenty of decibels, but the sound range is limited slightly. I'd love to hear an additional bass reflex speaker, to bring out the low-end frequencies more effectively. Space is limited however, particularly in the powered car. It's a quality package overall, though, and with the

power cars sandwiching a full rake of Mk 3s, Hornby's HST really looks the business - and sounds pretty good too! (GD)



SUMMARY

PROS

- Looks and fidelity.
- Quality paint finish.
- Convincing sound files.

CONS

- Sound lacking in lower frequencies.

FINAL VERDICT

Terrific.



Hornby TXS Class 56

◆ **GAUGE** '00' ◆ **MODEL** Hornby R30155TXS BR Class 56 56060 *The Cardiff Rod Mill*, Railfreight Metals sector ◆ **PRICE** £289.99

◆ **AVAILABILITY** Hornby stockists **Web** www.hornby.com

Another recent Hornby release, loaded with a HM7000 Bluetooth decoder and Triple X Sound, is a Class 56 in Railfreight Metals sub-sector livery. Doncaster-built 56060 gained its *The Cardiff Rod Mill* nameplates in December 1992, having previously been allocated to the coal and construction sectors.

Appropriately, the '56' was at this time based at Cardiff Canton, with the depot's distinctive goat logos applied on the cab sides. Incidentally, 56060 survives today, albeit in rebuilt form as a Class 69.

Hornby's Class 56 received an update to its electronics in 2023,

moving from an 8pin DCC interface to a 21pin socket. Thus, with the addition of a HM7000 chip, loaded with a TXS sound file, the functionality has improved significantly from earlier models.

As mentioned in the preceding review of Hornby's TXS-equipped HST power cars, the HM7000 decoders take their power from the rails, but can be controlled via Bluetooth using Hornby's free app, or by using a traditional DCC system.

Triple X Sound allows up to three sound functions to be played simultaneously and, in the most part, the various sound files certainly capture the character of a real Class 56 well. The start up,

notching and shut down sounds are authentic, and there are plenty of optional incidental effects, such as the Spirax valve and compressor noise, plus cab buzzer and bell.

Unlike the HST power cars, there's just a single speaker installed in the '56', a sugar cube style unit, mounted in a large sound enclosure which does enhance the sound quality. There's still a lack of low-end frequencies and the extra presence and clarity offered by the larger bass reflex speakers found within some other manufacturers' models these days. Indeed, without those lower frequencies, it's hard to capture the slightly terrifying, deep rumble of a real '56' as it powers up.

Hornby's '56' is still a highly attractive model and our sample looks and runs very well. Although I do lament the loss of the rotating roof fans which, I'd hoped, would be a feature of the DCC fitted version. Frustratingly, the moulded parts are still there, along with the groove in the flywheel for the rubber drive belt, but the



SUMMARY

PROS

- Looks good.
- Top-quality paint finish.
- Runs beautifully.

CONS

- Limited sound frequencies.

FINAL VERDICT

Looks and sounds like a '56'!

mechanism that once came as standard on all Hornby '56s' has seemingly been deleted since the 2023 update. (GD)





Hornby LMS 'Princess Coronation'

◆ GAUGE '00' ◆ MODEL Hornby R30359 LMS 'Princess Coronation' No. 46243 *City of Lancaster*, BR lined blue
 ◆ PRICE £264.99 ◆ AVAILABILITY Hornby stockists Web www.hornby.com

Not all locomotives suited the short-lived British Railways express passenger lined blue livery, but the LMS 'Princess Coronation' is, arguably, a type that suited it best. After all, the streamlined versions wore the LMS 'Coronation' blue scheme with aplomb.

Talking of which, Hornby's all-new No. 46243 *City of Lancaster* is a BR blue ex-streamliner, with the sloping

smokebox being the giveaway feature. Recently upgraded to feature a 21pin DCC interface, there's ample space in the tender for a speaker, if that's the route you wish to take.

Our sample model ran superbly under test (on analogue control) and the paint finish is exquisite, with the lining application being virtually flawless. A top-notch, top-link locomotive. (GD)



SUMMARY

PROS

- Looks.
- Superb paint finish.
- Runs sweetly.

CONS

- Not a lot.

FINAL VERDICT

A real beauty in blue.

Hornby 'TT:120' RCH 12t tanks

◆ GAUGE 'TT:120' ◆ MODEL Hornby • TT6028 12t tank, BP/Shell • TT6029 12t tank, Benzol ◆ PRICE £28.99 each
 ◆ AVAILABILITY Selected Hornby stockists Web www.hornby.com

A single 12ton tank wagon was included in Hornby's initial launch of 'TT:120' rolling stock, wearing the rather lurid green of a Fisons sulphuric acid conveyance (see review in MR322).

However, as part of Hornby's 2024 programme, two rather more attractive wagons have now arrived.

The Railway Clearing House (RCH) design of anchor-mounted tank wagon was built in the

thousands, with the design evolving through the first half of the 20th Century. Hornby's new wagons both depict motor oil tanks, in a choice of silver BP livery or the ochre and red of Benzol.

The wealth of rivet detail on the tanks and chassis frames can be better appreciated on these versions and the liveries are applied to a high standard, with plenty of finely printed legends on the tanks and frames.

The chassis features the correct 10ft 6in wheelbase and the open nature of the frames has been captured accurately. The wheel flange profile would benefit from being a little more refined, to match the wheels now being rolled out on Hornby's newer 'TT:120' models but, that aside, these are a very welcome addition to the range, being ideal for 'Big Four' and early BR era layouts. (GD)



SUMMARY

PROS

- Look the part.
- Impressive detail.
- Top-quality paint finish.

CONS

- Large wheel flange profile.

FINAL VERDICT

Welcome arrivals.

LMS/BR CLASS 11 0-6-0DE

CHOOSE FROM 15 VERSIONS

The Class 11 holds an important place in railway history, emerging in the steam era and offering sterling service to the Allied cause during the Second World War.

00
GAUGE

Our exclusive model has been several years in the making and is based on exhaustive research by the *Model Rail* and Heljan teams, along with detailed measurements of preserved locomotives.

To reflect the long and varied careers of the real Class 11s, we've produced 15 different versions, each limited to just 300 pieces. The tooling has been carefully designed to allow several key variations to be observed across LMS, War Department and British Railways locomotives, while the handful of Western Region locomotives built at Swindon have also been included.



MR-501

War Department 70271, olive green



MR-504 LMS 7128, post-war black



MR-502

War Department 878 Basra, Longmoor Military Railway blue/red



MR-505 BR 12043, black, BRITISH RAILWAYS lettering



MR-503 LMS 7120, pre-war black



MR-506 BR 15101, WR green, BRITISH RAILWAYS shaded lettering

**IN STOCK
NOW!**
**BUY YOUR
CLASS 11 TODAY**

BR/SR CLASS 12 0-6-0DE

00
GAUGE

FIVE VERSIONS UNDER DEVELOPMENT

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

Features: • NEM

coupler pockets • brass flywheel and high-reduction gears • working exterior lights (where appropriate) • cab interior lights • factory-fitted speaker • tooling allows for early and late BR versions.

**COMING
SOON -
Expected
mid 2025**

Featuring Bulleid-Firth Brown wheels, our tooling caters for the original and later versions, with and without electric head/tail lamps. *We're not taking orders yet, but look out for further announcements soon.*



Pristine models

£169.00

£152.10

Model Rail
subscribers
price



MR-507 BR 15106, WR green, BRITISH RAILWAYS shaded lettering



MR-511 BR 12100, green with 'wasp' stripes, late emblem



MR-508 BR 12125, black, early emblem



MR-512 BR D12062, Rail blue with 'wasp' stripes



MR-509 BR 12131, black, early emblem, WEATHERED



MR-513 BR 12052, Rail blue with 'wasp' stripes, WEATHERED



MR-510 BR 12105, green, late emblem



MR-514 MP228 (ex-12052), Derek Crouch Mining Co. red/cream

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: Next18

Features: • NEM coupler pockets • brass flywheel and high-reduction gears • working exterior lights (where appropriate) • cab interior lights • factory-fitted speaker • tooling allows for LMS, WD, GWR and BR versions.

OUT NOW

Pristine models

£169.00

£152.10

Model Rail subscribers price

Weathered versions

£179.00

£161.10

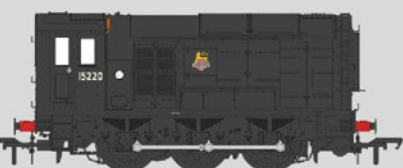
Model Rail subscribers price



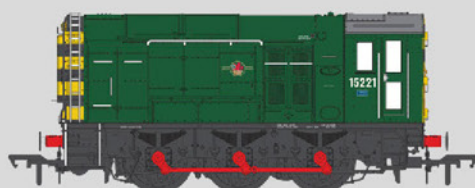
MR-515 (ex-12099), National Coal Board orange

What's planned?

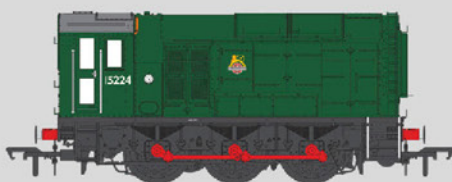
- ♦ MR-520 BR/SR Class 12, 15220, BR black, early emblem
- ♦ MR-521 BR/SR Class 12, 15224, BR green, early emblem
- ♦ MR-522 BR/SR Class 12, 15221, BR green with 'wasp' stripes, late emblem
- ♦ MR-523 BR/SR Class 12, 15212, BR Rail blue with 'wasp' stripes
- ♦ MR-524 BR/SR Class 12, (ex-15231) Tilcon blue with 'wasp' ends



MR-520



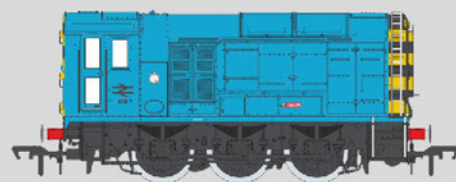
MR-522



MR-521



MR-523



MR-524

'16XX' 0-6-0PT



CHOOSE FROM 22 VERSIONS

**ORDER
YOURS
TODAY!**

Specification list

Made by:

Rapido Trains Inc.

Motor: Five-pole

DCC socket: Next18

Features: • NEM coupler
pockets • factory-fitted
speaker • sprung buffers
• firebox glow • 'Busby'
spark arrestor chimney

£149.00

£134.10 price for Model Rail subscribers



BR BLACK, EARLY EMBLEM (PRISTINE)

- ◆ MR-301A: No. 1609
- ◆ MR-301B: No. 1623
- ◆ MR-301C: No. 1624
- ◆ MR-301D: No. 1657
- ◆ MR-301E: No. 1664
- ◆ MR-301F: No. 1658
- ◆ MR-301G: No. 1668
- ◆ MR-302A: No. 1646

LOW STOCK

LAST FEW

LOW STOCK

BR BLACK, EARLY EMBLEM (WEATHERED)

- ◆ MR-302B: No. 1649
- ◆ MR-303: No. 1604

BR BLACK, LATE EMBLEM (PRISTINE)

- ◆ MR-304A: No. 1636
- ◆ MR-304B: No. 1655

BR BLACK, LATE EMBLEM (WEATHERED)

- ◆ MR-305A: No. 1627
- ◆ MR-305B: No. 1628

GWR GREEN

- ◆ MR-306: GWR green No. 1638

LAST FEW

'BUSBY' CHIMNEY

- ◆ MR-307A: BR black early emblem pristine, No. 1616
- ◆ MR-307B: BR black early emblem pristine, No. 1629
- ◆ MR-308: BR black early emblem weathered, No. 1661

NCB GREEN

- ◆ MR-309A: NCB green, No. 1600
- ◆ MR-309B: NCB green, No. 1607

PRESERVED GREEN

- ◆ MR-310A: Green early BR emblem, No. 1638
- ◆ MR-310B: Green 'Dart Valley' lettering, No. 1638



Ruston 'PWM' 0-6-0DE

CHOOSE FROM EIGHT VERSIONS

00
GAUGE

Specification list

Made by: Heljan

Motor: Coreless

DCC socket: Next18

Features: • Cab interior lights
• NEM coupler pockets

£169.00

£152.10 price for Model Rail subscribers



MR-403 PWM653
BR light green



MR-405A PWM 97651
BR yellow



MR-405B PWM 97652
BR yellow



MR-402 PWM651
BR green, 'wasp' ends



MR-404 PWM652
BR Rail blue



MR-400A PWM651
BR green



MR-400B PWM652
BR green



MR-401 PWM654
BR green, 'wasp' ends

LNER Sentinels - the new batch

00
GAUGE



MR-018 LNER Class Y3
Sentinel, No. 8172,
LNER black with Gill Sans
lettering/numerals



MR-021 LNER Class Y1
Sentinel, No. 45,
LNER black with shaded
lettering/numerals



MR-019 BR Class Y1
Sentinel, No. 68144,
BR black, early crest



MR-020 BR Class Y3
Sentinel, No. 68162,
BR black, early crest

Specifications

Made by: Dapol

Motor: Five-pole 'Super-Creep'

DCC socket: Eight-pin

£99.00

£89.10 price for Model Rail subscribers

LNER 'J70s'

SIX TO CHOOSE FROM

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

Features: • NEM coupler pockets • space for sound speaker • sprung buffers • removable cowcatchers • poseable windows and end doors • etched worksplates

£127.50

£114.75 price for Model Rail subscribers

00
GAUGE



MR-203
No. 68225, BR early emblem, no skirts



MR-203
No. 68225, BR early emblem, no skirts



MR-204
No. 68226, British Railways lettering, no skirts



MR-206 No. 7128, LNER wartime livery, full skirts



MR-207 No. 8223, LNER post-war livery, full skirts



MR-208 No. 7126, LNER lined livery, no skirts



MR-210 No. 7139, LNER lined livery

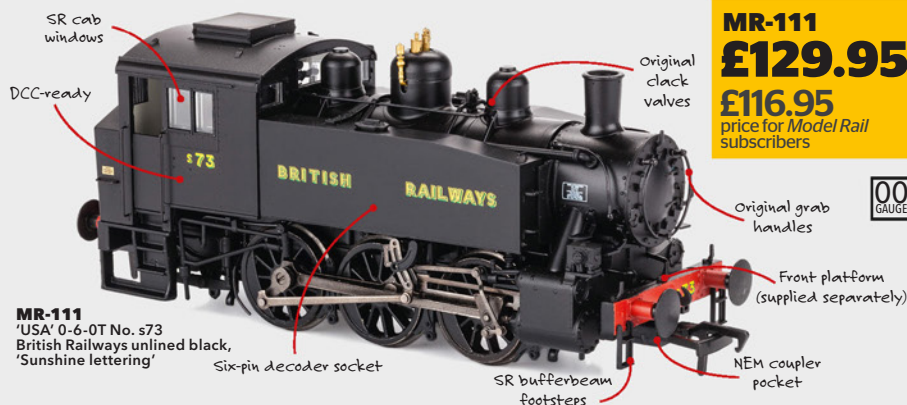
'USA' 0-6-0Ts

Made by: Bachmann/Kader

Motor: Three-pole

DCC socket: Six-pin

Features: • NEM coupler pockets • two types of cab • different smokeboxes • different footsteps • separately fitted hinged platform



MR-111
'USA' 0-6-0T No. s73
British Railways unlined black, 'Sunshine lettering'

MR-111
£129.95

£116.95 price for Model Rail subscribers

00
GAUGE

We've frozen the original 2017 price on these models



MR-101 No. 1968, USATC black



MR-107 No. 36, National Coal Board black



MR-110 No. DS237 Maunsell, BR Departmental green



MR-108 No. 72, Keighley & Worth Valley Railway ochre

£124.95

£112.46 subscriber price

Our 'USA' 0-6-0Ts are selling out - order yours today!

BR/BRUSH TYPE 4 CLASS 48

FOUR TO CHOOSE FROM

Specification list

Made by: Heljan

Motor: Five-pole

DCC socket: 21pin

Features: • NEM coupler pockets • illuminated headcode panels and tail lights • interior lighting • sprung buffers • detail pack includes miniature

£230.00 £207.00 price for Model Rail subscribers

*** Weathered versions £245.00**
(Subscribers' price £220.50)

What's available?

- ◆ 4820 Class 48, D1702 BR two-tone green, small warning panels
- ◆ 4821 Class 48, D1704 BR two-tone green, small warning panels, weathered
- ◆ 4822 Class 48, D1706 BR two-tone green, full warning panels
- ◆ 4823 Class 48, D1703 BR two-tone green, full warning panels, weathered

When Heljan announced its all-new 'OO' gauge Class 47 project, we took the opportunity to commission the first ever ready-to-run model of the Class 48 – a small fleet of Brush Type 4s equipped with experimental Sulzer V12 power units. Although very similar to a '47', the Class 48s featured significant alterations to the roof to accommodate a revised exhaust system, engine room access doors and ventilation grilles.

Our exclusive model boasts the same high specification as Heljan's all-new Class 47, with a specially tooled bodysheet to accurately reflect the changes made to the '48s'.

All four versions are now available, and each has been produced in strictly limited quantities.

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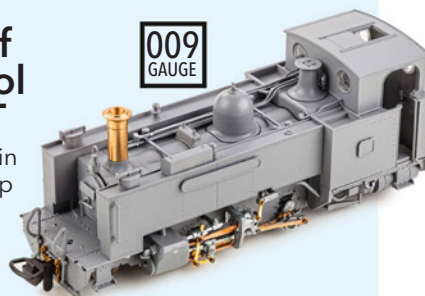
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ADVERTISERS' INDEX

AC Models	117
Accurascale	10
Alton Model Centre	116
Crane Sheds & Summerhouses	115
Digitrains	2
DMG Technical	112
Durham Trains Of Stanley	118
Ellis Clark Trains	20
Frizinghall Models & Railways	114
Gaugemaster	124
Golden Valley Hobbies	118
Heljan	106
Howes Models	118
Isinglass Models	116
Kent Garden Railways	116
Kernow Model Rail Centre	54
KJB Models	111
KR Models	15
Langley Models	116
Littleworth Models	115
Manchester Model Railway Society	114
Megapoints Controllers	24

Metcalf Models	108
Modelrailwayscenery.com	118
Monk Bar Model Shop	118
Morley Controllers	117
Peter's Spares	117
Rails Of Sheffield	99-103
Rapido Trains	13
Revolution Trains	107
S&J Models	110

Scalescenec.com	114
The Airbrush Company	109
The Hereford Model Centre	19
TMC	104-105
Tower Models	78
Trains4U	118
Warwick & Warwick	123
York Modelmaking	114
YouChoos	117

CLASSIFIED INDEX

Classified advertisers on pages 121

Branchlines	121	Nick Tozer Railway Books	121
C&M Models	121	Orwell Model Railways	121
Colour Rail	121	P&D Marsh	121
Crafty Hobbies	121	Roxey Mouldings	121
Dave Angell Trains	121	The Hobby Goblin	121
East Somerset Models	121	The Sports And Model Shop	121
John Outfield For Model Railways	121	Trident Trains	121
Mark's Trains	121	Upstairs Downstairs	121

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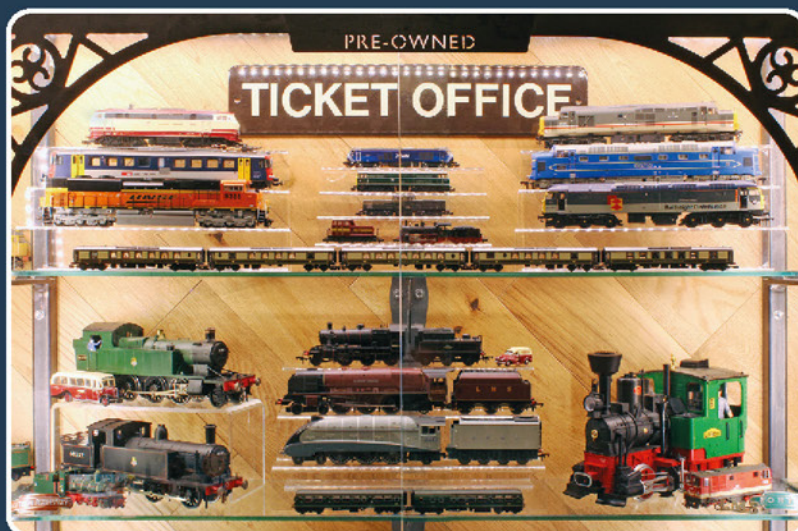
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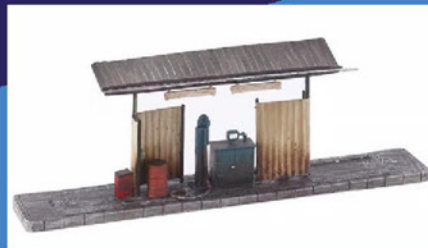
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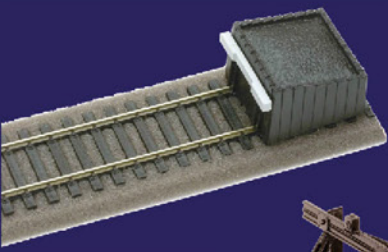


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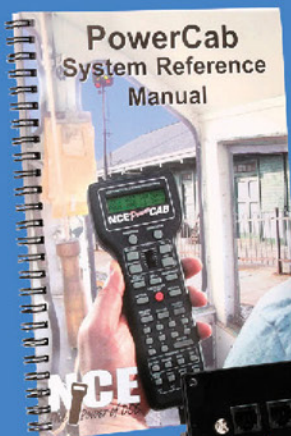
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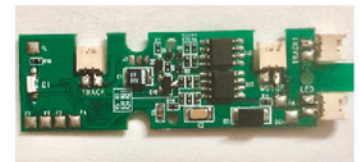
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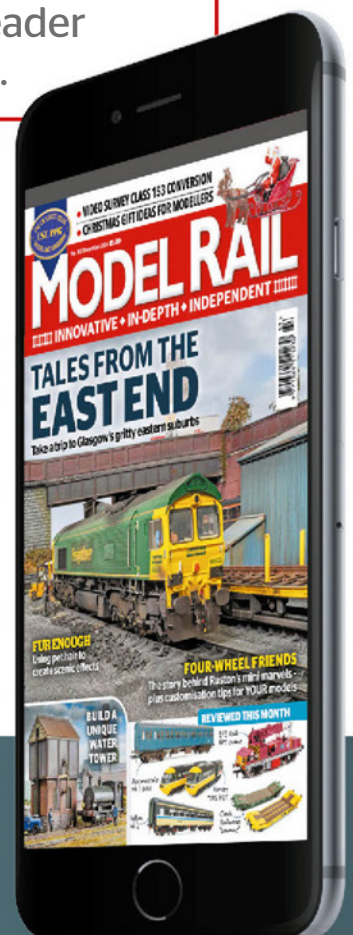
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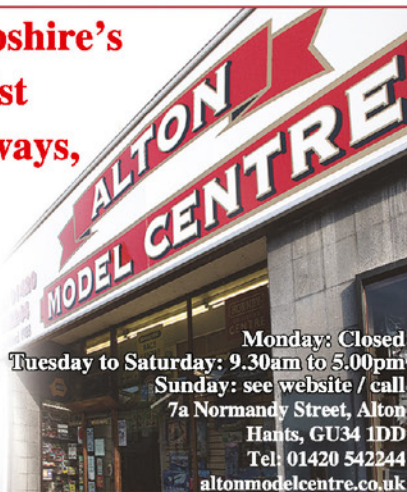



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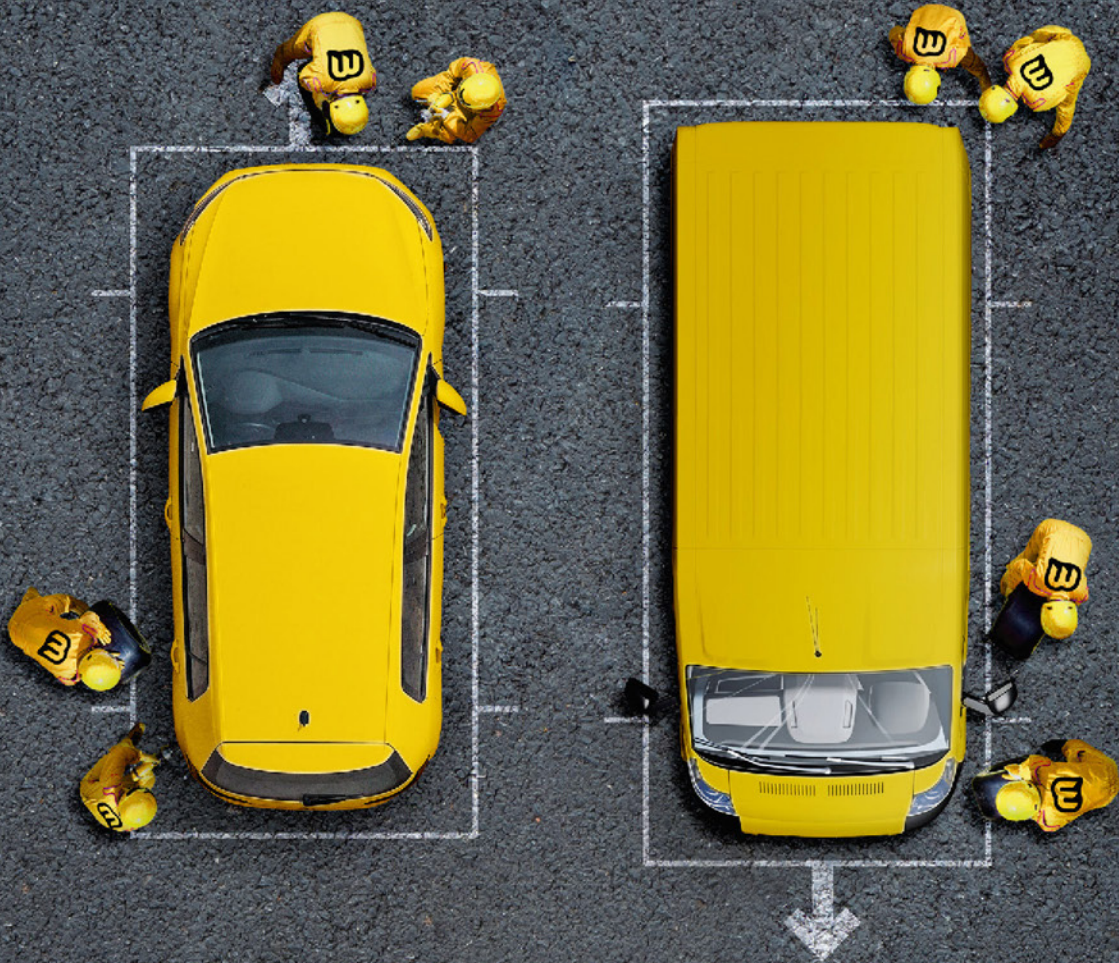
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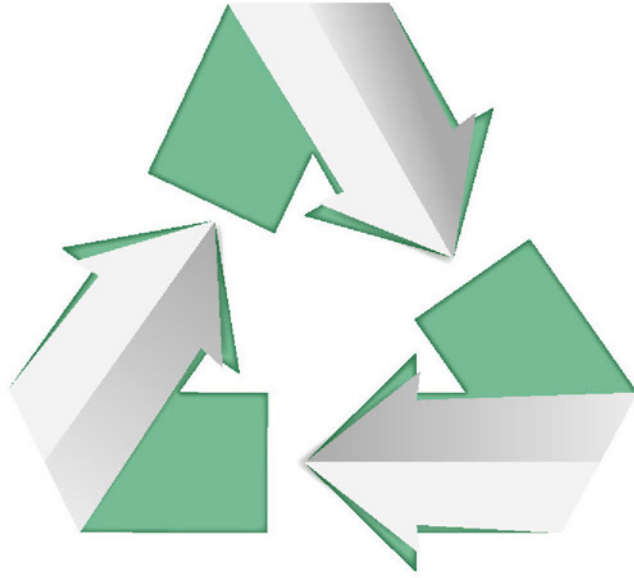
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Backscene



Chris Leigh reflects on what happens to layouts when the owners pass away, and how few great modellers are commemorated...

Art, science, craft – railway modelling is arguably all of these, but could we do more to celebrate the hobby's greatest exponents?

Back in *Model Rail* 325, in May 2024, I wrote about the planned dismantling of Egham & Staines MRS' Canadian 'HO' layout, and about the difficulty of disposing of layouts once the owners and builders have passed on. That layout has since been dismantled and I've recovered two plastic crates full of everything from figures and trees to structures and road vehicles.

The layout, built in the 1980s, had been disused for years, all five of the original builders and operating team being no longer involved with the club (three have died – as I was writing this piece, I learned of the passing of Brian Remnant, our little group's track, electronics and wiring expert – I moved out of the area and another is no longer able to drive to the club room). I wanted to recover the barge, barge slip and other structures which I had built, but renewed acquaintance with the layout reminded me how much of it had been built by the late Keith Willows.

Keith was a civil engineer by profession but he had an exceptional skill working with plywood. A volunteer at Brooklands Museum, he had been involved with the restoration of the Wellington bomber recovered from Loch Ness. Much of the Carling Lake layout, including the plywood baseboard, the fibreglass lake and the dozens of trees, were Keith's work.

It was only as we took the layout apart that I realised the backscenes were also hand-painted by Keith on plywood formed to shape around the curves of the layout.



It will be a tight squeeze to fit the barge and slip into the available extra space on my layout, but at least it will have a quality backscene. CHRIS LEIGH

Happily, some sections were removable and I have already installed them behind an extension to my own 'HO' layout.

They are not the first items I've acquired from modellers I admired. I have buildings by the late, great, Allan Downes, including his 'Tintagel Post Office'. He gifted me several other 7mm:1ft scale buildings, including Fairford station and goods shed. Allan was an artist. If he had worked in paint on canvas, his paintings might well be preserved in a gallery somewhere.

Except for rare locations like Pendon Museum, which has limited space for such things, few railway-related models seem to be accepted and displayed for posterity. Proposals for model railway museums have invariably come to nought or ended up as a far cry from the original intention. The hobby has had its artists and heroes, from Cyril Freezer with his much-copied layout plans, to Beeson's locomotives. It's a shame we don't really celebrate their work in the way that society would if they were conventional artists or composers.



Younger viewers always enjoyed the lake with its five gallons of water. It was less popular when displayed in halls with expensive flooring! CHRIS LEIGH

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